Draft Environmental Impact Report

SCH No. 2022070351

Orchard Logistics Center

City of Beaumont, California

Lead Agency:

City of Beaumont

550 East 6th Street

Beaumont, CA 92223

November 2023

Draft Environmental Impact Report
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City of Beaumont, California

Lead Agency
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

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Plot Plan PP2022-0440
Parking Variance

November 14, 2023

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 1493	Pavley Fuel Efficiency Standards
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AB 1881	California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
ACMs	Asbestos Containing Materials
A.D.	Anno Domini
ADP	Area Drainage Plan
AERMOD	Air Quality Dispersion Modeling
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AHI	Area of Historic Interest
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
AMTP	Archeological Monitoring and Treatment Plan
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue
BACM	Best Available Control Measure
BAU	Business as Usual
B.C.	Before Christ
BC	black carbon
BCVWD	Beaumont-Cherry Valley Water District
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BLM	Bureau of Land Management

BSA	Biological Study Area
BUSD	Beaumont Unified School District
C_2F_6	Hexafluoroethane
C_2H_6	Ethane
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CAW	California American Water
CBC	California Building Code
CBD	Center for Biological Diversity
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CDC	California Department of Conservation
CDD	Community Development Director
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CF_4	Tetraflouromethane
CF_3CH_2F	HFC-134a
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geologic Survey
CH	Conservation Habitat

CH_4	Methane
CH_3CHF_2	HFC-152a
CHF_3	HFC-23
CHHSL	California Human Health Screening Level
CHP	combined heat and power
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COG	Council of Governments
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COHb	carboxyhemoglobin
CPUC	California Public Utilities Commission
CREED	Citizens for Responsible Equitable Environmental Development
CRMP	Cultural Resource Management Plan
CTC	California Transportation Commission
CTP	Clean Truck Program
CTR	Commute Trip Reduction
CUP	Conditional Use Permit
CWA	Clean Water Act
CWC	California Water Code
CY	Cubic Yards
DA	Development Agreement
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDRP	Diesel Risk Reduction Plan
DEH	Department of Environmental Health
DIF	Development Impact Fee
DOF	California Department of Finance
DOSH	Division of Occupational Safety and Health
DPM	Diesel Particulate Matter
DRC	Design Review Committee
DTSC	Department of Toxic Substances Control

DU	Dwelling Unit
DU/AC	Dwelling units per acre
DWR	Department of Water Resources
e/o	East of
E+A+P	Existing plus Ambient Growth plus Project Conditions
E+A+P+C	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
E+P	Existing plus Project Conditions
EDR	EDR Sanborn
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPS	Emission Performance Standard
ESA	Environmental Site Assessment
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FFA	Future Farmers of America
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FICON	Federal Interagency Committee on Noise
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
FTA	Federal Transit Association
FY	Fiscal Year
FYI	For Your Information
GC	General Commerical

GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
$GgCO_2e$	Gigagrams of carbon dioxide equivalent
GLO	General Land Office
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	Global Positioning System
GSA	Groundwater Sustainability Agencies
GVWR	Gross Vehicle Weight Rating
GWP	Global Warming Potential
H_2O	Water Vapor
HANS	Habitat Evaluation & Acquisition Negotiation Strategy
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HCS+	Highway Capacity Software Plus
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
Hp	horsepower
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, and Air Conditioning
I	Interstate
I	Industrial
i.e.	that is
IA	Implementing Agreement
IBC	International Building Code
ICU	Intersection Capacity utilization
ID	Identification

IEPR	Integrated Energy Policy Report
INCE	Institute of Noise Control Engineering
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit
JD	Jurisdictional Delineation
JPA	Joint Powers Authority
JPR	Joint Project Review
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
LAFCO	Local Agency Formation Commission
LBP	Lead based paint
lbs	pounds
LBVI	least Bell's vireo
LCA	Life-cycle analysis
LCFS	low carbon fuel standard
LDA	Light duty autos
LDV	Light duty vehicles
LED	light-emitting diode
Leq	equivalent continuous sound level
LHD	light-heavy duty trucks
LID	low impact development
LIM	Land Inventory and Monitoring
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measures over the time interval
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
M_3	Cubic Meter
MACT	Maximum achievable control technology
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MCY	Motorcycles

MDP	Master Drainage Plan
MDV	Medium Duty Vehicles
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker
mg	milligrams
MGD	million gallons per day
MH	medium-heavy duty truck
MICR	Maximum Individual Cancer Risk
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
msl	mean sea level
MT	metric ton
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District
N/A	Not Applicable
n/o	North of
N_2	Nitrogen
N_2O	Nitrous Oxide
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NAIOP	Commercial Real Estate Association
NATA	National Air Toxic Assessment
NB	Northbound
ND	Negative Declaration
NDC	nationally determined contributions
NDIR	Non-Dispersive Infrared Photometry
NEPSSA	Narrow Endemic Plant Species Survey Area
NESHAP	National Emission Standards for Hazardous Air Pollutants

NFIP	National Flood Insurance Program
NHP	National Register of Historic Places
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
n.p.	No page
NPC	National Park Service
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NZE	Near Zero Emissions
O_2	Oxygen
O_3	Ozone
OD	Officially Designated
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	Ordinary High-Water Mark
OPR	Office of Planning and Research
OS	Open Space
OS-C	Open Space - Conservation
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
PA	Planning Areas
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PDF	Project Design Feature
PFCs	Perfluorocarbons
PHF	peak hour factor
PHI	Points of Interest
P-I	Public Institutional land use designation
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)

PM_{10}	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
ppt	parts per trillion
PPV	peak particle velocity
PRC	Professional Regulation Commission
PRC	Public Resources Code
PSE	Public Safety Element
PQP	Public/Quasi-Public
PV	photovoltaic
PZ	Pressure Zone
RCA	Regional Conservation Authority
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCP	Reinforced Concrete Pipe
RCP	Regional Comprehensive Plan
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
Rd.	Road
REC	Recognized Environmental Concerns
RECLAIM	Regional Clean Air Incentives Market
REL	Reference Exposure Level
REMAP	Riverside Extended Mountain Area Plan
REMEL	Reference Mean Emission Level
RIVTAM	regional travel demand model
RM	Rural Mountainous
RME	resource management element
RMP	Resource Management Plan
RMS	root mean square
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RR	Regulatory Requirements
RR1	Rural Residential 1
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
s/o	south of
SF/s.f.	square foot or square feet
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SB	Southbound
SB	Senate Bill
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCCIC	South Central Coastal Information Center
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SLF	Sacred Lands File
SGMA	Sustainable groundwater management act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SMARA	Surface Mining Reclamation Act
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SOI	Sphere of Influence
South Coast AQMD	South Coast Air Quality Management District
SP	Specific Plan
SPA	Specific Plan Amendment
SPT	Standard Penetration Test
SR	State Route
SRA	Source Receptor Area
St.	Street
STC	Sound Transmission Class
SUSMP	Standard Urban Stormwater Management Plan
SWFF	Southwestern willow flycatcher
SWH	solar water heaters
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board

TAC	Toxic Air Contaminants
TBD	To be determined
TDM	Transportation Demand Management
TEA-21	Transportation Equality Act for 21st Century
THPO	Tribal Historic Preservation Officer
TIA	Traffic Impact Analysis
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
TSCEA	Toxic Substance Control Act
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
µg	microgram
UBC	Uniform Building Code
UFP	ultrafine particles
UNFCCC	United Nations' Framework Convention on Climate Change
U.S.	United States
USACE	United States Army Corps of Engineers
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USDA	U.S. Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United Stated Geological Society
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VFP	Vehicle Fueling Positions
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPH	Vehicles per Hour
WAIRE	Warehouse Actions and Investments to Reduce Emissions
w/o	West of
WoUS	Waters of the United States
WoS	Waters of the State
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WRCOG	Western Riverside Council of Governments

WRP	Water Reclamation Plan
WRRA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
YBP	Years before Present
Yr	year
ZE	Zero Emissions

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

As stated by California Environmental Quality Act (CEQA) Guidelines Section 15002, the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities involving discretionary government actions (including the approval of development projects);
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

An Environmental Impact Report (EIR) is an informational document prepared in compliance with CEQA that informs government decision-makers and the public in general about potentially significant environmental impacts that could result from a project. This EIR represents the independent judgment of the City of Beaumont (as the CEQA Lead Agency) and presents an objective evaluation of the physical environmental effects that could result from constructing and operating the proposed Orchard Logistics Center Project (the "Project").

Hereafter when the term "Project" is used in this EIR with the initial letter capitalized, the term shall mean all aspects of the Beaumont Pointe Specific Plan's planning, construction, and operation; and all associated legislative, discretionary, and administrative approvals and permits required by law of public agencies. When the term "Project Applicant" is used with the initial letters capitalized, the term shall mean Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, which is the entity that submitted applications to the City of Beaumont to entitle the Project site as proposed and as evaluated in this EIR.

Governmental approval requested from the City of Beaumont by the Project Applicant to implement the Project include a Plot Plan (PP2022-0440) and parking variance. All other related discretionary and administrative actions that are required of the City of Beaumont and other public agencies and entities to construct and operate the Project described in this EIR also are considered part of the Project evaluated herein. Approvals and permits required of other agencies that considered part of the Project evaluated herein. Approvals and permits required of other agencies that are currently known to be needed in order to implement the Project are listed in Section 3.0, *Project Description*.

Based on the Initial Study prepared for the Project (*Technical Appendix A* of this EIR), the City of Beaumont has determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines Section 15161, is required. As stated in CEQA Guidelines Section 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project," and "…examine all phases of the project including planning, construction, and operation."

Accordingly, and in conformance with CEQA Guidelines Section 15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

1.2 PROPOSED PROJECT

1.2.1 LOCATION AND REGIONAL SETTING

The 30.9-acre Project site is located in the City of Beaumont, Riverside County, California. The City of Beaumont is located east of the City of Moreno Valley and unincorporated Riverside County, west of the City of Banning and unincorporated Riverside County, north of the City of San Jacinto and unincorporated Riverside County, and south of the City of Calimesa and unincorporated Riverside County. The Project site is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. State Highway 60 (SR-60) Freeway abuts the Project site to the north, Interstate 10 (I-10) is located approximately 0.2 miles to the north and east of the site, and State Highway 79 (SR-79) is located approximately 1.03 miles to the east and southeast of the site. The Project site is located east of Western Knolls Avenue and south of the SR-60 Freeway, as illustrated on Figure 3-2, *Vicinity Map*.

Refer to EIR Section 3.0, *Project Description*, for more information related to the regional and local setting of the Project site.

1.2.2 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop the site with an industrial building that will implement the City's General Plan, create opportunities for employment within the City, and serve the local market demand for industrial building space. The following is a list of specific objectives that the proposed Project is intended to achieve.

A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses;

B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and SR-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy);

C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea;

D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances;

E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services;

F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region;

G. Redevelop a property that has access to available infrastructure, including roads and utilities;

H. Provide a landscaping plan that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources.

1.2.3 Project Description Summary

The Project Applicant, Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, is seeking approval of a Plot Plan and parking variance to redevelop a 30.9-acre site in the City of Beaumont, Riverside County, California, located at 38021 SR-60 Freeway. The Project is proposing to redevelop the existing abandoned fruit orchard with a warehouse building totaling 610,000 square feet (SF; including 10,000 SF of mezzanine) and related site improvements including landscaping, parking, and infrastructure facilities. Of the total building square footage, the Project would allocate 590,000 SF for warehousing/distribution and 20,000 SF for office uses (including 10,000 SF of mezzanine). A total of 96 truck dock doors are proposed, with 48 dock doors each along the western and eastern sides of the building. The Project would retain a sampling of the existing fruit trees to install at the southwest entrance to the property with a plaque to honor the Dowling Family and former Dowling Fruit Orchard. The Project would require the demolition of the existing abandoned fruit and nut stand buildings (produce store and sheds) and removal of the no-longer maintained fruit orchard.

Off-site improvements include modifications to the eastern end of Prosperity Way (to extend Prosperity to the Project's proposed driveway), and connection to existing utilities in both Prosperity

Way and Nicholas Road. Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

1.3 Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Beaumont) be identified in the Executive Summary. The City has not identified any areas of controversy associated with the Project after considering all comments received in response to the NOP.

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City of Beaumont received on this EIR's NOP which was circulated for a 30-day public review period from July 20, 2022 to August 18, 2022 (refer to *Technical Appendix A*). Environmental topics raised in written comments to the NOP are summarized in Section 2.0, *Introduction and Purpose*, Table 2-2, *Summary of NOP and Scoping Meeting Comments*, and include but are not limited to the topics of Air Quality, Geology and Soils, Greenhouse Gas Emissions, Noise, and Tribal Cultural Resources.

1.3.1 Public Scoping Meeting

A NOP for the Project was released for public review on July 20, 2022, and an EIR Scoping Meeting was held on August 3, 2022 at the Beaumont City Hall. Refer to Table 2-2, *Summary of NOP and Scoping Meeting Comments*, for comments received during the NOP review period.

1.4 Alternatives to the Proposed Project

In compliance with CEQA Guidelines Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

1.4.1 No Project/No Development Alternative

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 30.9-acre site would remain as is, an abandoned fruit orchard. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

1.4.2 No Project/Existing General Plan and Zoning Alternative

The No Project/Existing General Plan and Zoning Alternative would consider the development of the Project site with a use that conforms to the existing land use and zoning standards for the Project site, specifically the Industrial land use and the Manufacturing zone. Under this alternative, a total of 336,000 SF of manufacturing uses would be constructed. Access to the site would be the same as the Project. Assuming all manufacturing uses for the proposed building, the No Project/Existing General Plan and Zoning Alternative would generate 1,595 daily trips, including 229 AM peak hour, and 249 PM peak hour trips, resulting in an increase of 291 daily, 156 AM peak hour, and 132 PM peak hour trips compared to the Project. Trip generation under the Institute of Transportation Engineers (ITE), Manufacturing (Code 140) would generate more trips compared to the trip generation used for the Project which included 549,000 sf of High-Cube Fulfilment Center Warehouse and 61,000 sf of High-Cube Cold Storage Warehouse. Additionally, there would be a decrease in daily truck trips from 258 with the Project to 152 under this alternative, a decrease of 106 daily truck trips. This alternative was selected as required by CEQA Guidelines Section 15126.6(e)(3)(A) to compare the environmental effects of the Project with an alternative that would allow the continuation of uses permitted by the City's General Plan and Zoning.

1.4.3 Local Serving Retail Use Alternative

The Local Serving Retail Use Alternative would consider the development of the Project site with one commercial/retail building that is approximately 50,000 SF. The remainder of the site would be cleared of its existing uses but not be developed. As stated in the City's Municipal Code Table 17.03-3, commercial/retail uses allowed within the Manufacturing Zone include office, equipment, furniture, and supplies; pet sales and supplies; sporting goods and equipment; repair services (including but not limited to machine, welding, and furniture repair). Under this alternative, the development area and access to the Project site would be the same. The Local Serving Retail Use Alternative would generate 3,376 daily trips, including 87 AM peak hour, and 260 PM peak hour trips,[1] resulting in an increase of 2,072 daily, 14 AM peak hour, and 109 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 251 trips, from 258 to 7 This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise and VMT impacts.

1.4.4 Office Use Alternative

The Office Use Alternative would consider the development of one or more professional office buildings at the Project site, which would contain individual office suites occupied by a range of professional tenants, for a total of 305,000 SF. The remaining areas of the Project site would be developed with parking areas, drive aisles, driveway(s), lighting, utility connections, stormwater treatment and conveyance facilities, and landscaped areas. Under the Office Use Alternative, vehicular

[1] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Shopping Center Plaza without Supermarket (Code 821).

access to the site would be similar to that which is proposed by the Project. Offices are a permitted use within the Manufacturing Zone pursuant to the City's Municipal Code Section 17.03.100. A 305,000 SF office building would generate 2,797 daily trips including 412 AM peak hour, and 372 PM peak hour trips[2], resulting in an increase of 1,493 daily, 339 AM peak hour, and 315 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 230 trips, from 258 to 28. This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise impacts.

1.5 Summary of Impact, Mitigation, and Levels of Impact

Table 1-1, *Summary of Impacts, Mitigation, and Levels of Impact*, presents a summary of the environmental impacts resulting from the Project. The potential direct, indirect impacts, and cumulative impacts for all environmental topical areas are addressed in Sections 4.1 through 4.13 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 5.0, *Other CEQA Considerations*.

1.6 Mitigation Monitoring

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the project are adopted as conditions of approval for the project. The mitigation measures identified in this EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. An MMRP would be adopted by the City at the time of Project approval.

[2] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Office (Code 710).

Table 1-1 Summary of Impacts, Mitigation, and Levels of Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.1 Agriculture and Forestry Resources			
Threshold a: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold e: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.2 AIR QUALITY			
Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Significant Impact	MM 4.2-1 During construction, the construction contractor shall, at minimum, use paints with a VOC content of 50 grams per liter or less for all interior and exterior building coatings. This measure shall be noted on all construction drawings and verified by the City of Beaumont prior to issuance of any construction permits.	Less than Significant Impact
Threshold b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant Impact	MM 4.2-1 would apply.	Less than Significant Impact
Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.3 BIOLOGICAL RESOURCES			
Threshold a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Significant Impact	MM 4.3-1 A burrowing owl preconstruction survey shall be conducted 30 days prior to the initiation of ground-disturbing construction activities. The survey will be conducted in compliance with both MSHCP and CDFW guidelines. A report of the findings prepared by a qualified biologist shall be submitted to the City of Beaumont prior to any permit or approval for ground disturbing activities. If burrowing owls are detected onsite during the 30-day preconstruction survey, during the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are compete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active/passive relocation is proposed, a burrowing owl mitigation plan shall be prepared and approved by the City of Beaumont, CDFW and USFWS. The Burrowing Owl Mitigation Plan, if necessary, will describe methods to safely relocate burrowing owls from the Project site (if avoidance were infeasible) and to monitor burrowing owls with an adequate setback buffer if construction were to proceed at the site until the owls could be relocated.	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Significant Impact	MM 4.3-2 If construction is proposed between February 15th and August 31st, a qualified biologist shall conduct a nesting bird survey(s) including up to three (3) site visits within seven (7) days prior to ground disturbance to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site. Construction outside the nesting season (between September 1st and February 14th) do not require nesting bird surveys. The survey(s) will focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Beaumont for review and approval prior to initiation of grading in the nest-setback zone.	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, shall be submitted to the City of Beaumont documenting compliance with the CDFG Code.	
Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Significant Impact	MM 4.3-1 would apply.	Less than Significant Impact
4.4 CULTURAL RESOURCES			
Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to Section 15064.5?	No Impact	No mitigation is required.	No Impact
Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Significant Impact	MM 4.4-1 Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the archaeologist to the City's Community Development Director stating that a certified archaeologist that meets the U.S. Secretary of Interior Standards has been retained to implement the monitoring program. The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the consulting Native American Tribe(s) Tribal Historic Preservation Officer	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			(THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The certified archaeologist and consulting tribe(s) representative shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.	
		MM 4.4-2	Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan should be written in consultation with the consulting Tribe[s] and shall include the following: approved mitigation measures, conditions of approval, contact information for all pertinent parties, parties' responsibilities, procedures for each mitigation measure and condition of approval, and an overview of the Project schedule. The monitoring program shall include the following requirements for each phase of ground disturbance:	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		a) During all ground-disturbing activities, the qualified archaeological and the Native American monitor(s) shall be on-site full time. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring. b) In the event that previously unidentified cultural resources are discovered, the qualified archaeologist and Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored ground disturbance activities can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		constructed. The archaeologist shall contact the City and consulting tribe(s) at the time of discovery. The archaeologist, in consultation with the City, the consulting tribe(s), and Native American monitor, shall determine the significance of the discovered resources. c) A recommendation for the treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the tribe(s) and the Native American monitor and be submitted to the City for review and approval. Treatment and disposition may include full avoidance; preservation in place; reburial in a permanent conservation easement or deed restriction away from future impact areas; or excavation and curation in a facility that meets Federal Curation Standards (CFR 79.1). d) The City must concur with the evaluation before ground disturbance activities will be allowed to resume in the affected area. For significant cultural resources meeting the definition of a historical resource per CEQA Section 15064.5(a) or a unique archaeological resource per CEQA Section 21083.2(g), a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		City before being carried out using professional archaeological methods. e) Before ground disturbance activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. f) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. g) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the City's Community Development Director for approval and subsequently submitted to the Eastern Information Center, and consulting tribe(s), prior to the issuance of a certificate of occupancy for the first building in each phase of ground disturbance.	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.5 ENERGY			
Threshold a: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.6 GEOLOGY AND SOILS			
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; strong seismic ground shaking?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Significant Impact	MM 4.6-1	MM 4.6-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring shall be conducted full-time during any grading or excavation. If it can be demonstrating that grading activities would not encounter undisturbed old and very old alluvial fan deposits, then paleontological monitoring will not be required for those areas specified. Complete grading plans shall be made available to the City of Beaumont and to the paleontologist/paleontological monitor prior to the start of any earth-moving activities phase.	Less than Significant Impact
		MM 4.6-2	Prior to initiation of any grading and/or excavation activities, a preconstruction meeting shall be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the Project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials.	
		MM 4.6-3	Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Fossil discovery and salvage shall occur as follows: a. Notification of fossil discoveries shall be immediately reported by the paleontologist or paleontological monitor to the City of Beaumont, the Project owner or developer, and the consulting company overseeing development of the Project. b. Paleontological salvage shall be completed with professional standard protocols, as detailed in Section VI, Paleontological Resource Impact Mitigation Program, in *Technical Appendix G3* of this Draft EIR. c. In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). d. The recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		washing of sediments to recover small invertebrates and vertebrates. e. The prepared specimens, along with relevant information, shall be curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center in Hemet, California). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. The City of Beaumont may select another repository if it so desires. f. A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location, shall be prepared. The report, when submitted to, and accepted by, the City of Beaumont, shall signify satisfactory completion of the Project program to mitigate impacts to any potential non-renewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
4.7 GREENHOUSE GAS EMISSIONS			
Threshold a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant Impact	MM 4.7-1 Prior to the issuance of building permits, the Project Applicant shall provide documentation to the City as part of the plan check process,	Significant and Unavoidable Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			demonstrating that the Project shall install measures listed below. Implementation of these measures shall be verified by the City prior to the issuance of final Certificate of Occupancy. • Enhanced window insulation (0.4 U-factor, 0.32 SHGC); • Duct insulation (R-6); • A 500kW (kilowatt) solar photovoltaic (PV) system that is expected to generate approximately 825,000 kilowatt-hours (kWh) per year; • High efficiency HVAC (EER 15/80% AFUE or 8 HSPF); and • High efficiency lights (>50% of fixtures) to reduce energy usage. • Weather-based irrigation control systems combined with drip irrigation. • Low flow toilets, urinals, and bathroom faucets to reduce water usage.	
		MM 4.7-2	All landscape equipment (e.g. leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g.,	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		purchase, rental, and/or services agreement) to the Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered. MM 4.7-3 All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity. MM 4.7-4 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) Program detailing strategies for reducing the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work. MM 4.7-5 Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2.	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.7-6 Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle (EV) charging stations required by the CCR Title 24. MM 4.7-7 Prior to the issuance of building permit, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for future installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to tractor trailer parking spaces in logical locations onsite to facilitate future electric truck charging. Conduit shall be installed between the electrical room and the loading docks to facilitate the use of electric plug in TRUs. MM 4.7-8 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units (TRUs). MM 4.7-9 Prior to the start of construction activities, the Project Applicant, or its designee, shall ensure that all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the Project Applicant establishes to the satisfaction of the City of	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Beaumont (City) that Tier 4 Final equipment is not available. An exemption from these requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the extent feasible. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County. In order to meet this requirement to demonstrate that such equipment is not available, the Project Applicant must seek bids/proposals from contractors of large fleets, defined by the California Air Resources Board as, "A fleet with a total max hp (as defined below) greater than 5,000 hp." In addition, this should not be limited to Riverside County but statewide. In the event that Tier 4 Final equipment is not feasible, then Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.7-10 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.	
Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.9 HAZARDS AND HAZARDOUS MATERIALS			
Threshold a: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Threshold b:** Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	No Impact	No mitigation is required.	No Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
and, as a result, would it create a significant hazard to the public or the environment?			
Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.9 HYDROLOGY AND WATER QUALITY			
Threshold a: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact	No mitigation is required.	No Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.10 NOISE			
Threshold a: Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant Impact	No feasible mitigation measures exist.	Significant and Unavoidable Impact
Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.11 TRANSPORTATION			
Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Significant Impact	MMs 4.7-4 would apply.	Significant and Unavoidable Impact
Threshold c: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.12 TRIBAL CULTURAL RESOURCES			
Threshold a: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical	Significant Impact	MMs 4.4-1 and 4.4-2 would apply. MM 4.12-1 Native American Treatment Agreement. Prior to the issuance of grading permits, the Project applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence	Less than Significant Impact

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. MM 4.12-2 Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Project applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.12-3 Cultural Resource Management Plan Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule. MM 4.12-4 Pre-Grade Meeting. The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan. MM 4.12-5 On-site Monitoring During all ground-disturbing activities the qualified archaeologist and the Native American monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.	
		MM 4.12-6	Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference: A. Full avoidance. B. If avoidance is not feasible, Preservation in place. C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction. D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.12-7 Inadvertent Discovery of Human Remains. The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s]. A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; Project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			determination pursuant to subdivision (c) of HSC §7050.5. C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98. D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.
		MM 4.12-8	Final Report. The final report[s] created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall	

Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].	
4.13 WILDFIRE			
Threshold b: Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability or drainage change?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

2.0 INTRODUCTION AND PURPOSE

This EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code § 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 *et seq.*).

Pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367, the City of Beaumont ("City") is the Lead Agency under whose authority this EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the Project, the City has the obligations to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City's independent judgment pursuant to CEQA Section 21082.1; (4) find that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary; (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090 through 15093).

Pursuant to CEQA Guidelines Section 15040 through Section 15043, and upon completion of the CEQA review process, the City has the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) specifically identified expected benefits from the Project will outweigh significant environmental impacts of the Project.

This EIR fulfills the CEQA environmental review requirements for the Project and all other governmental discretionary and administrative actions related to the Project.

2.1 DOCUMENT FORMAT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 *et. seq.* and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 2-1, *Location of CEQA Required Topics in this EIR*, provides a quick reference in locating the CEQA-required

content within this document. Following a 45-day public review period of the Draft EIR, a Final EIR will be prepared which includes public comments and responses to the Draft EIR as well as Draft EIR revisions, as necessary.

Table 2-1 Location of CEQA Required Topics in this EIR

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section 1.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Section 3.0; Sections 4.1 through 4.13
Consideration and Discussion of Environmental Impacts	§ 15126; 15126.2(a)	Sections 4.1 through 4.13 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2 (a), (b),(c)	Sections 4.1 through 4.13 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§ 15126.2(d)	Section 5.0
Growth-Inducing Impact of the Proposed Project	§ 15126.2(e)	Subsection 5.3
Analysis of the Project's Energy Conservation Measures	§ 15126.4(a)(1)(C)	Section 4.5
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Sections 4.1 through 4.13 and Section 5.0
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Section 5.0
Organizations and Persons Consulted	§ 15129	Section 8.0
Discussion of Cumulative Impacts	§ 15130	Sections 4.1 through 4.13 and Section 5.0

In summary, the content and format of this EIR is as follows:

- **Section 1.0, Executive Summary**, includes a Project introduction, a brief description of the Project, a summary of the areas of controversy/issues to be resolved, a description of the Project alternatives, and a summary of the Project's environmental impacts, mitigation measures, and significance of impacts following the application of mitigation measures, project design features, and mandatory compliance with applicable plans, policies, and programs.

- **Section 2.0, Introduction and Purpose**, provides introductory information about the CEQA process and the responsibilities of the City, serving as the Lead Agency of this EIR. This section identifies the Project's potential environmental impacts and effects found not to be significant. This section also

includes a description of the Notice of Preparation comments received, a description of the document format, as well as the purpose of CEQA and this EIR.

- **Section 3.0, Project Description**, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project. This section also describes the environmental setting, including descriptions of the Project site's physical conditions and surrounding context used as the baseline for analysis in this EIR.

- **Section 4.0, Environmental Analysis**, provides an analysis of potential direct, indirect, and cumulatively-considerable impacts that may occur with implementation of the Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also identify the terms "effects" and "impacts" as being synonymous (CEQA Guidelines § 15358). In the environmental analysis subsections of Section 4.0, the environmental setting and existing baseline conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the proposed Project. The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation after compliance with mandatory federal, State, regional, and local laws and regulations, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, mandatory compliance with regulatory requirements and/or the implementation of the identified mitigation measures would reduce the Project's adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City pursuant to CEQA Guidelines Section 15093.

Section 4.0 is organized by 13 issue areas (Subsections 4.1 through 4.13) for each environmental issue area with each following the below framework:

  - **Environmental Setting**. Describes the environmental setting, including descriptions of the Project site's physical conditions, surrounding context, and applicable plans and policies applicable to the environmental issue area. Pursuant to CEQA Guidelines Section 15125, the baseline environmental conditions for purposes of establishing the setting of an EIR is normally the environment as it existed at the time the EIR's Notice of Preparation (NOP) was circulated for public review. Therefore, the existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on July 20, 2022.

  - **Notice of Preparation/Scoping Comments**. Includes public comments received based on this EIR's NOP and Scoping Meeting.

- **Regulatory Framework.** This section describes the existing federal, state, regional, and local plans, programs, and regulations pertinent to the Project for the environmental issue area addressed.

- **Thresholds of Significance**. In accordance with Section 15064.7 of the State CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Beaumont.

- **Impact Analysis**. As required by CEQA Guidelines Section 15126.2(a), this EIR identifies direct, indirect, cumulatively-considerable, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each subsection following the analysis.

- **Cumulative Impact Analysis**. CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed Project. As noted in CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." Cumulatively considerable is defined to mean "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines § 15065.) A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines § 15130(a)(1)). This section analyzes the Project's cumulative impacts.

- **Significance of Impacts before Mitigation**. This section provides a conclusion of the level of significance before mitigation.

- **Mitigation Measures**. These include the measures proposed to mitigate any potentially significant Project impacts.

- **Significance of Impacts After Mitigation**. Concludes whether or not the Project's direct and cumulative impacts would be reduced to less than significant levels with implementation of mitigation.

- **Section 5.0, Additional Topics Required by CEQA**, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, and potential growth-inducing impacts of the proposed Project.

- **Section 6.0, Project Alternatives**, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of

alternatives that will foster informed decision making and public participation. Three alternatives were rejected from further analysis, including Alternative Sites. Four alternatives were considered for analysis and all four alternatives including the No Project Alternative are analyzed and presented as a reasonable range of alternatives in Section 6.0.

- **Section 7.0, References**, cites all reference sources used and lists the persons who authored or participated in preparing this EIR, including agencies and persons consulted in preparing this EIR.

- **Technical Appendices**. CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City Planning Department, 550 E. 6th Street, Beaumont, CA 92223, during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Department or are available on the City's website at https://www.beaumontca.gov/1276/Orchard-Logistics-Dowling-Ranch in the Planning Projects folder during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports*.

2.2 PURPOSE OF CEQA AND THIS EIR

As stated by the CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed development activities involving discretionary government approvals (including the approval of private development projects);

- Identify the ways that environmental damage can be avoided or significantly reduced;

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

- Disclose to the public the reasons why the governmental agency approved the project in the manner the agency chose (if the project involves significant environmental effects).

This Draft Environmental Impact Report (EIR) is an informational document that represents the independent judgment of the City of Beaumont regarding the physical environmental effects that could result from the construction and operation of the proposed Project. The City of Beaumont (hereafter "City") received applications from Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, (hereafter "Project Applicant") for the development of Orchard Logistics Center on a 30.9-acre site. The

subject property (hereafter, "Project site") is located in the City of Beaumont, east of Western Knolls Avenue and south of the SR-60 Freeway.

Under CEQA, if there is substantial evidence. in light of the whole record before a Leady Agency, that a project may have a significant effect on the environment, the agency shall prepare an Environmental Impact Report (EIR) (CEQA Guidelines § 15064(a)(1)). The purpose of an EIR is to inform public agency decision-makers and the public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines § 15121(a)). As stated in CEQA Guidelines § 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project," and "…examine all phases of the project including planning, construction, and operation." Furthermore, CEQA Guidelines § 15126.6(a) requires that an EIR "identify and focus on the significant environmental effects" of the proposed Project. "Effects" and "impacts" have the same meaning under CEQA and are used interchangeably in this Draft EIR.

Accordingly, and in conformance with CEQA Guidelines § 15121(a), the purposes of this Draft EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, (3) describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects, and (4) disclose to the public the reasons why the City approved or disapproved the Project involving significant environmental effects.

2.3 REGIONALLY SIGNIFICANT PROJECT

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by CEQA Guidelines § 15206, then the Draft EIR must be submitted to the State Clearinghouse and the appropriate metropolitan area council of governments for review and comment. A project is considered to be of statewide, regional, or area-wide significance if it meets any of the following criteria:

(1) A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

(2) A project has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located. Examples of the effects include generating significant amounts of traffic or interfering with the attainment or maintenance of state or national air quality standards.

(3) A project has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located. Examples of projects of this nature would include:

a) A proposed residential development of more than 500 dwelling units.

b) A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

c) A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

d) A proposed hotel/motel development of more than 500 rooms.

e) A proposed industrial, manufacturing, processing plant, or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

(4) A project which would result in the cancellation of an open space contract made pursuant the California Land Conservation Act of 1965 (Williamson Act) for any parcel of 100 or more acres.

(5) A project for which an EIR was prepared which would be located in and would substantially affect areas of critical environmental sensitivity.

(6) A project which would be located in and would substantially affect sensitive wildlife habitats, including but not limited to riparian lands, wetlands, bays, estuaries, marshes and habitats for endangered, rare, or threatened species.

(7) A project which would interfere with the attainment of regional water quality control standards as stated in the approved areawide waste treatment management plan.

(8) A project which would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.

The Project has the potential of generating significant amounts of traffic beyond the City boundaries. Therefore, pursuant to CEQA Guidelines § 15206, the Project is considered to be of regional, statewide, or area wide significance.

2.4 INCORPORATED DOCUMENTS

CEQA Guidelines Section 15150 allows for the incorporation "by reference, all or portions of another document which is a matter of public record or is generally available to the public… [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." Documents, analyses, and reports that are incorporated into this EIR by reference are listed below and are also found in Section 7.0, *References*, of this EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR. All references cited in this EIR are available at the website address

provided in Section 7.0, *References*, and/or at the City of Beaumont, Planning Department, 550 E. 6th Street, Beaumont, CA 92223.

The following documents are incorporated by reference and cited in this DEIR as appropriate:

- Beaumont General Plan and Program EIR (SCH No. 2018031022), adopted by the City Council in December 2020 (referred to herein as "General Plan 2040").
- City Zoning Map, adopted in September 2007 and last amended in May 2012.
- City Municipal Code (various chapters), last updated on July 30, 2020.
- Sustainable Beaumont; The City's Roadmap to Greenhouse Gas Reductions, October 2015.
- Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), adopted on September 3, 2020.
- Western Riverside Council of Governments (WRCOG) Recommended Traffic Impact Analysis Guidelines, adopted in 2020.
- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), adopted in 2004.

2.5 TECHNICAL REPORTS

As stated above, this EIR contains detailed technical studies, reports, and supporting documentation summarized herein and bound separately in Technical Appendices in accordance with CEQA Guidelines Section 15147. The Technical Appendices are available for review at the City of Beaumont, Planning Department, 550 E. 6th Street, Beaumont, CA 92223 during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Division or are available on the City's website at https://www.beaumontca.gov/1276/Orchard-Logistics-Dowling-Ranch in the EIR folder during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A: Initial Study and Notice of Preparation and Written Comments on the NOP
B: LESA Analysis
C1: Air Quality Analysis
C2: Health Risk Assessment
D: Biological Resources Technical Report
E: Phase I Cultural Resources Assessment
F: Energy Analysis
G1: Geotechnical Investigation
G2: Results of Infiltration Testing
G3: Paleontological Resources Analysis

H: Greenhouse Gas Analysis
I: Phase I Environmental Site Assessment Report
J1: Preliminary Drainage Report
J2: Preliminary Water Quality Management Plan
K: Noise Impact Analysis
L1: Traffic Impact Analysis[1]
L2: Vehicle Miles Traveled Analysis

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

The California Public Resource Code (§ 21153) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Section 15082 and Section 15086(a)). As defined by CEQA Guidelines Section 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency that have discretionary approval power over the project." A "Trustee Agency" is defined in CEQA Guidelines Section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." This EIR requires review by the following Responsible Agencies and Trustee agencies:

2.6.1 RESPONSIBLE AGENCIES

- Beaumont-Cherry Valley Water District (BCVWD) is identified as a Responsible Agency that is responsible for approvals for construction of water infrastructure and connection to the water distribution system.

- Riverside County Flood Control and Water Conservation District is identified as a Responsible Agency for approval of drainage infrastructure plans.

- Santa Ana Regional Water Quality Control Board (RWQCB) is identified as a Responsible Agency for the issuance of a General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality. RWQCB is responsible for issuance of a Section 401 Permit pursuant to the Clean Water Act.

- South Coast Air Quality Management District (SCAQMD) is identified as a Responsible Agency for the issuance of permits that allow for the construction and operation of the proposed Project to ensure

[1] The City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects and the traffic analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. However, CEQA Guidelines Section 15064.3, effective January 1, 2019, "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay (or LOS) shall not constitute a significant environmental impact" (CEQA Guidelines Section 15064.3(a)). Accordingly, the traffic analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic.

that during and post-Project construction and during Project operation, Project emissions do not result in significant impacts to air quality.

- Southern California Gas Company and Southern California Edison are both identified as Responsible Agencies for the issuance of approvals necessary for the installation of new SoCalGas and SCE facilities/connections to service the Project

2.6.2 Trustee Agencies

- Native American Heritage Commission (NAHC) is identified as a Trustee Agency for ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items and administering the California Native American Graves Protection and Repatriation Act.

At this time, there are no other Trustee Agencies or Responsible Agencies identified for the Project. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

2.7 Public Review of the Draft Environmental Impact Report

This EIR was distributed to Responsible Agencies and Trustee Agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the EIR has been provided to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the EIR have been distributed as required by CEQA. During the 45-day public review period, this EIR, its technical appendices, and all documents incorporated by reference, have been made available for review. Written comments regarding this EIR should be addressed to:

Carole Kendrick, Planning Manager
550 East 6th Street
Beaumont, California 92223
Phone: 951-769-8518
Email: CKendrick@beaumontca.gov

After the 45-day public review period, the City will issue written responses to all environmental issues raised. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, Findings of Fact and Statement of Overriding Considerations) will be included as part of the environmental record for consideration by the Planning Commission.

2.8 Notice of Preparation and Public Scoping Meeting

Table 2-2, *Summary of NOP and Scoping Meeting Comments*, summarizes the substantive comments received regarding this EIR's NOP. The NOP was posted on July 20, 2022. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP

review period and this EIR's Scoping Meeting held on August 3, 2022. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in response to the NOP and at the Scoping Meeting are addressed in this EIR. The NOP and all comment letters received by the City in response to the NOP are included in *Technical Appendix A* of this EIR.

Table 2-2 Summary of NOP and Scoping Meeting Comments

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
State Agencies			
Native American Heritage Commission (NAHC)	July 22, 2022	• Request to provide consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project, in compliance with AB 52 and SB 18.	Section 4.12, *Tribal Cultural Resources*
Riverside County Department of Waste Resources (RCDWR)	August 3, 2022	• Request to quantitatively analyze the potential solid waste impact during construction and discuss feasible mitigation programs/regulatory compliance. • Provides information on landfill serving the Project site • Provide recommendation to mitigation measures related to solid waste • Recommends evaluating the potential for landfill gas migration onto the Project site due to the close proximity of the closed Beaumont Landfill to the Project site • Prepared a Human Health Risk Assessment depending on the results of the geotechnical studies	Section 4.6 *Geology and Soils*, and Section 5.0, *Other CEQA Considerations*
Organizations			
Californians Allied for a Responsible Economy (CARE CA)		• CARE CA is an organization representing the community with a goal to see development across California minimize environmental and public health impacts as well as ensure community benefits, including advancing the health of everyone in the community from the workers who will build the project to the tenants, residents, and visitors to the project during its operational lifespan. • Particular interest in construction-related environmental issues including air pollution, noise, GHG emissions, and onsite soil	Section 4.2, *Air Quality*, Section 4.6 *Geology and Soils*, Section 4.7, *Greenhouse Gas Emissions*, and Section 4.10, *Noise*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		contamination. The EIR should comprehensively address all of these issues.	

2.9 Potential Impacts of the Project Discussed in the EIR

As a first step in the CEQA compliance process, the City of Beaumont completed an Initial Study (EIR *Technical Appendix A*) pursuant to CEQA Guidelines § 15063 to determine if the Project could have a significant effect on the environment. The Initial Study determined that implementation of the Project has the potential to result in significant environmental effects in thirteen (13) environmental topics, and a Project EIR, as defined by CEQA Guidelines § 15161, is required. Accordingly, this Draft EIR is a focused on the following thirteen (13) environmental topics are addressed:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Wildfire

The Initial Study (*Technical Appendix A*) also determined that certain issues under an environmental topic would not be significantly affected by implementation of the Project (see Section 5.4 of this EIR). These issues are not discussed further in this EIR and include:

- Aesthetics
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

2.10 Mitigation Monitoring and Reporting Program

In compliance with Public Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this EIR. Per CEQA Section 15091(d), "When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to

avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures." An MMRP will be adopted by the Planning Commission concurrent with certification of the Final EIR for the proposed Project. Additionally, Project Design Features (PDFs) and Regulatory Requirements (RRs) are included in the Project's MMRP to further ensure the implementation of the PDFs and mandated RRs.

3.0 PROJECT DESCRIPTION

This section provides all of the information required of an Environmental Impact Report (EIR) Project Description pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a general description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR, including a list of the government agencies that are expected to use this EIR in their decision-making processes; a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

3.1 PROJECT LOCATION AND ACCESS

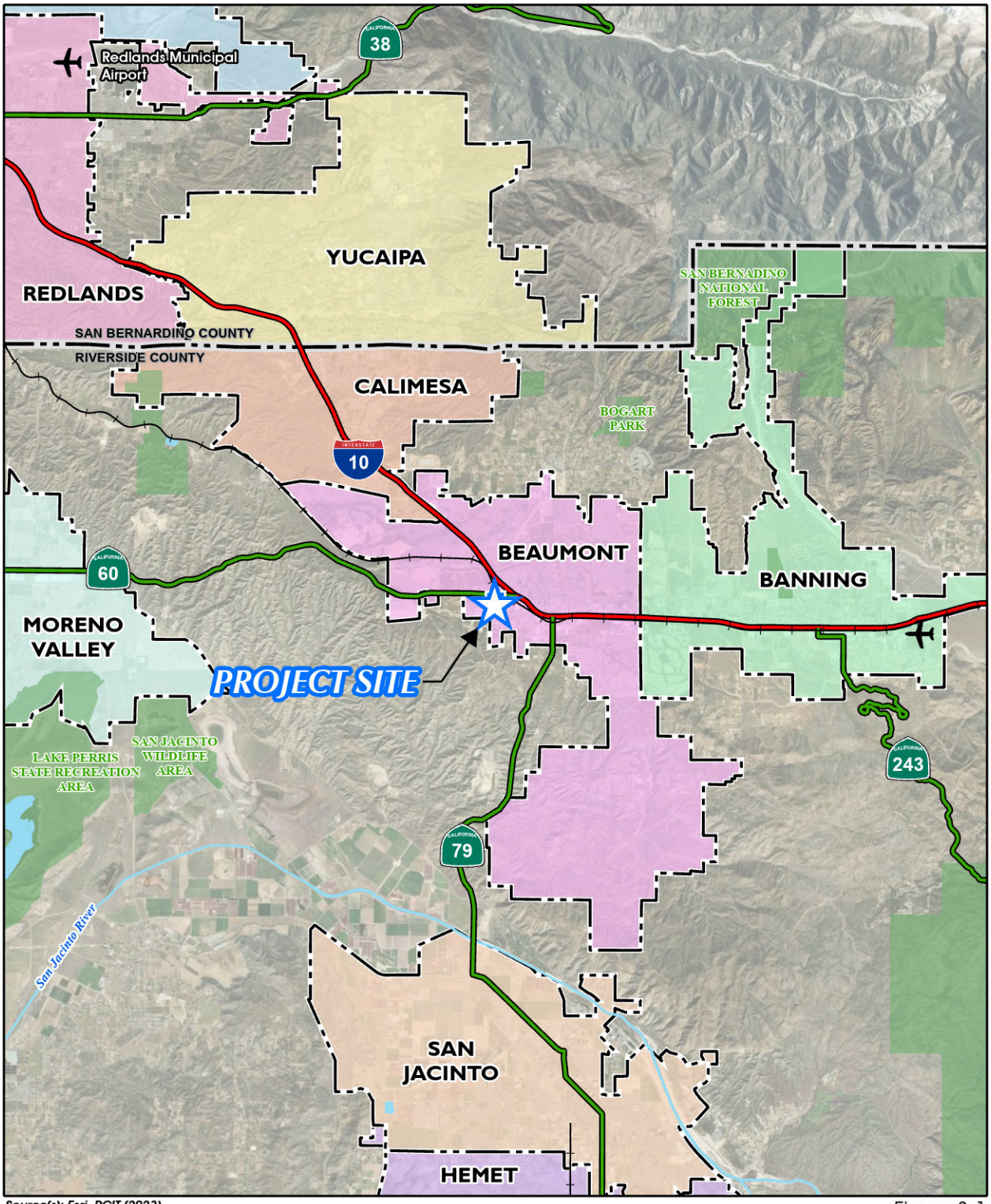
3.1.1 REGIONAL

As depicted on Figure 3-1, *Regional Map*, the approximate 30.9-acre site is located in the City of Beaumont, Riverside County, California. The City is located east of the City of Moreno Valley and unincorporated Riverside County, west of the City of Banning and unincorporated Riverside County, north of the City of San Jacinto and unincorporated Riverside County, and south of the City of Calimesa and unincorporated Riverside County. The Project site is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. State Highway 60 (SR-60) Freeway abuts the Project site to the north, Interstate 10 (I-10) is located approximately 0.2 miles to the north and east of the site, and Interstate 79 (I-79) is located approximately 1.03 miles to the east and southeast of the site.

Regional access to the Project site is provided via the SR-60 Freeway at Potrero Boulevard and the SR-60 at Western Knolls Avenue to the west. Additionally, the Project site is approximately 0.85 miles from the westbound on-ramp of the I-10 Freeway at Oak Valley Parkway via Potrero Boulevard.

3.1.2 LOCAL

At the local scale, the Project site is located east of Western Knolls Avenue and south of the SR-60 Freeway (Assessor's Parcel Number 417-020-070; see Figure 3-2, *Vicinity Map*). Figure 3-3, *Aerial Photograph*, depicts the development surrounding the Project site and shows that the site is occupied by the former Dowling Fruit Orchard. Local access to the Project site is currently provided by Western Knolls Avenue to the west and Nicholas Road to the southeast.

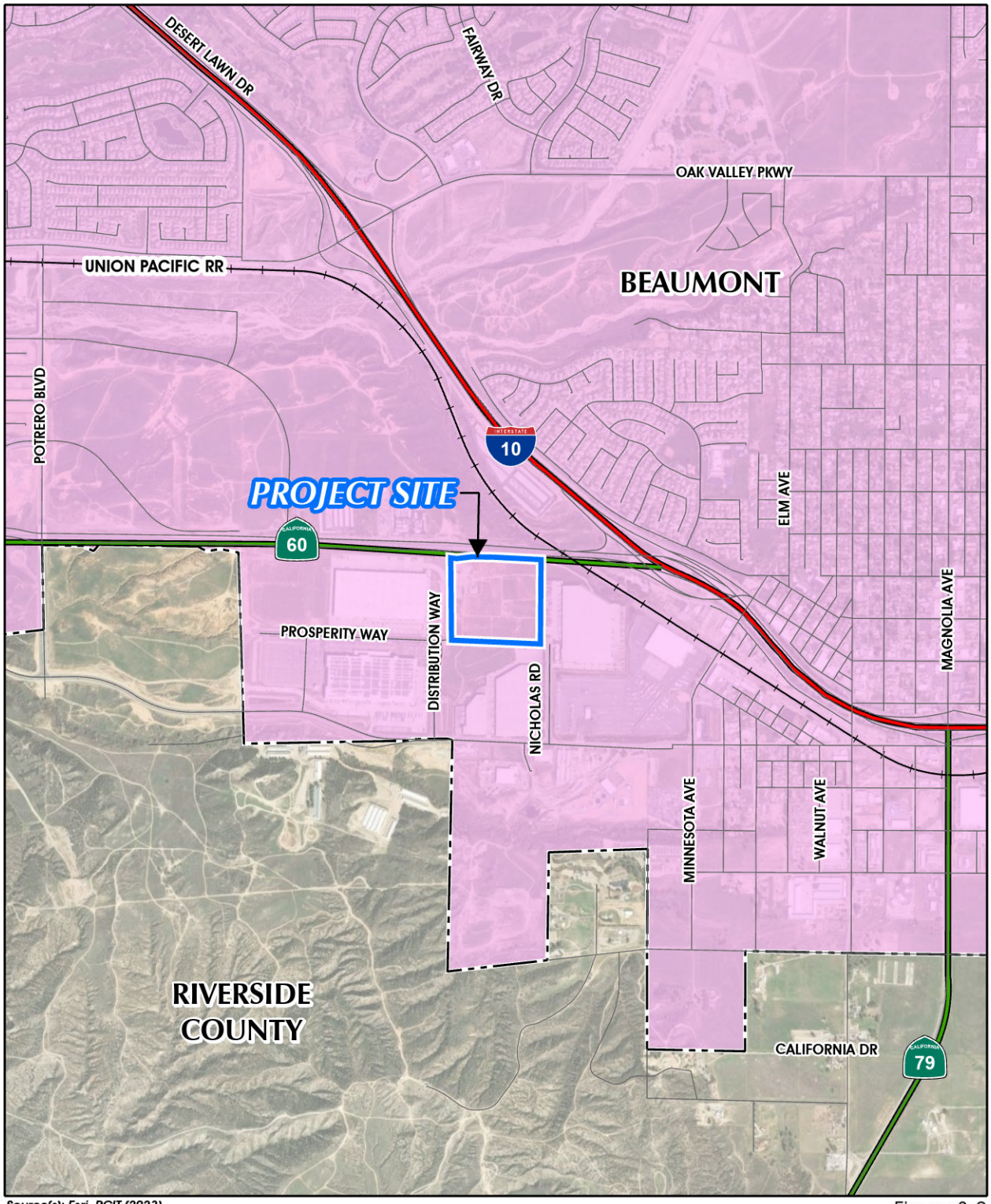


Source(s): Esri, RCIT (2023)

Figure 3-1

0 0.75 1.5 3 Miles

Regional Map

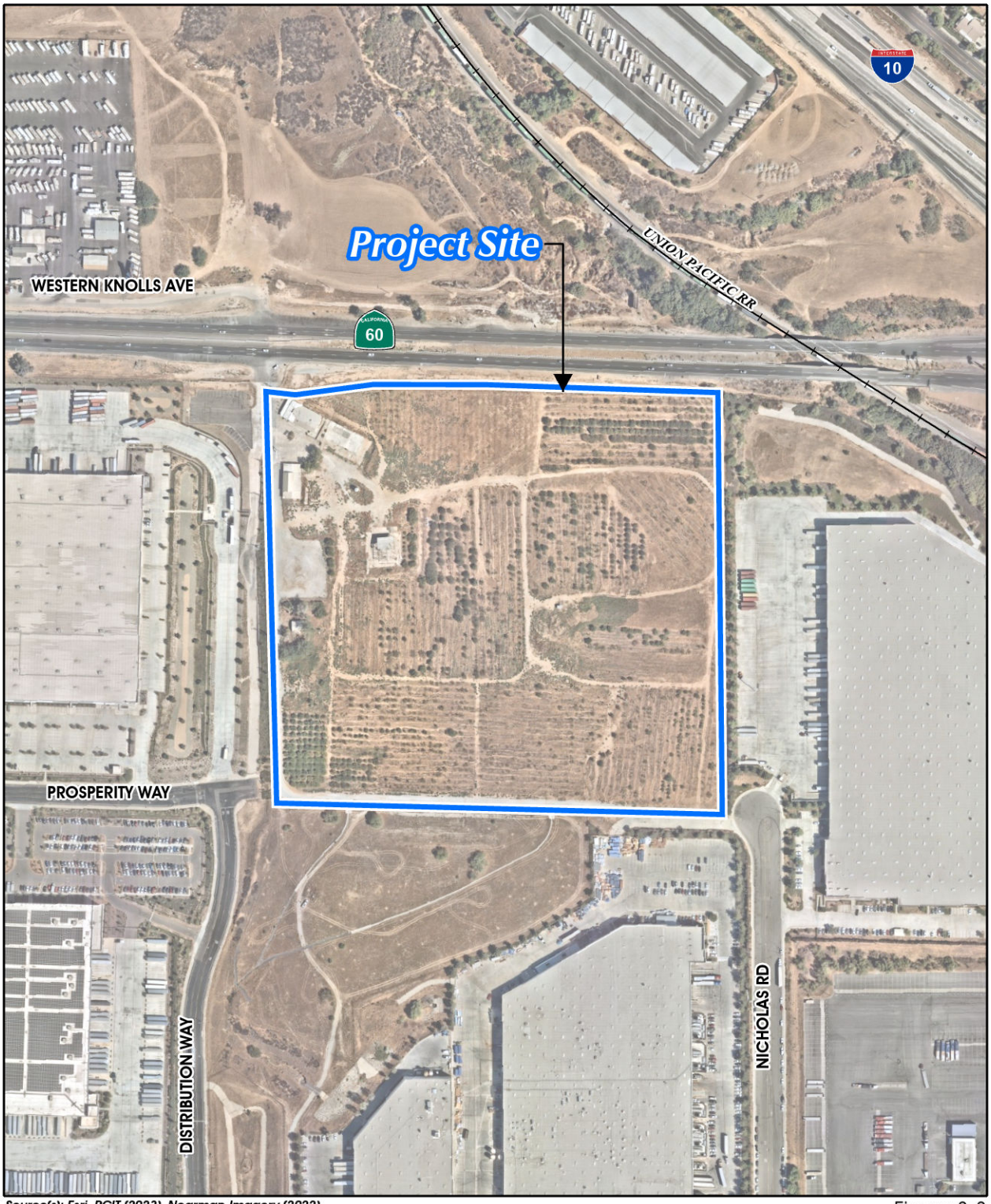


Source(s): Esri, RCIT (2023)

Figure 3-2

0 500 1,000 2,000 Feet

Vicinity Map



Source(s): Esri, RCIT (2023), Nearmap Imagery (2022)

Figure 3-3

0 100 200 400
Feet

Aerial Photograph

3.2 ENVIRONMENTAL SETTING

The environmental setting, including descriptions of the Project site's physical conditions, surrounding context, and applicable plans and policies applicable to the environmental issue area are provided in each environmental topical area analyzed in Section 4.0, *Environmental Analysis*, of this EIR. Pursuant to CEQA Guidelines Section 15125, the baseline environmental conditions for purposes of establishing the setting of an EIR is normally the environment as it existed at the time the EIR's Notice of Preparation (NOP) was circulated for public review. Therefore, the existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on July 20, 2022.

3.2.1 EXISTING LAND USES

Figure 3-4, *Existing Land Use*, depicts the existing on-site land uses which demonstrate that the Project site is developed with the former Dowling Fruit Orchard with an abandoned produce store and sheds on the northwestern corner of the site. Various types of fruit trees that are no longer cultivated or irrigated are present on the undeveloped portion of the Project site as well as disturbed plowed fallow land between plantings. Dowling Fruit Orchard, formerly a family-owned business, closed in November 2021.

Elevations on the Project site range from approximately 2,540 feet above mean sea level (amsl) at the southwestern side to 2,555 feet amsl at the northeastern side. From the highpoint located on the northeast corner of the site, the elevation decreases with an average slope of 4.1%. Existing drainage patterns direct runoff to four discharge points at each corner of the Project site.

3.2.2 SURROUNDING LAND USES

As shown in Figure 3-4, the Project area is generally characterized by industrial and vacant land uses. The SR-60 Freeway lies immediately north of the Project site. Vacant land and industrial uses are north of the SR-60 Freeway, industrial uses are to the east and west. Vacant land composed of a closed County of Riverside landfill operated by the County of Riverside Waste Resources Department, as well as industrial uses are to the south. The nearest residential uses are located across the junction of SR-60 Freeway and I-10 to the northeast.

Specific land uses surrounding the site include SR-60 Freeway to the immediate north, Icon Fitness warehouse to the east, a closed Riverside County Landfill and a CJ Foods warehouse facility to the immediate south, and Wolverine Worldwide warehouse facility to the immediate west. A gravel access road (identified as Western Knolls Avenue) runs north-south along the western edge of the Project site, and this access road turns east at the southwest corner of the site to run east-west along the southern property boundary until it connects to Nicholas Road. There are no sensitive receptors directly abutting the Project site. The closest sensitive receptor to the Project site is the existing residence at 1002 Darby

Dan Way[1], approximately 1,155 feet northeast of the Project site and between by the SR-60 Freeway and surrounding developments.

3.3 EXISTING GENERAL PLAN DESIGNATION AND ZONING CLASSIFICATION

As shown in Figure 3-5, *Existing General Plan Land Use Designations*, the Project site is designated as Industrial and according to the City's General Plan Figure 3.3, General Plan Subareas, and is within the Interstate Employments Subarea. The land use pattern in this area has the potential to accommodate additional job intensive uses and is generally designated Industrial and Commercial. Also found within this subarea is also a small neighborhood known as the "Historic Barrio Railroad District" that is located approximately 0.65 miles to the southeast of the Project site. (City of Beaumont, 2020a) Applicable regional plans are discussed under the environmental setting of each environmental impact analysis in Section 4.0, and any inconsistencies between the Project and any applicable regional plan are discussed under the relevant section of the environmental analysis in Section 4.0.

As shown in Figure 3-6, *Existing Zoning Classifications*, the current Zoning Classification for the Project site is Manufacturing. The Manufacturing zone is intended to maintain existing industrial and manufacturing uses and to promote the development of new business parks, light industrial uses, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses. (City of Beaumont, 2022)

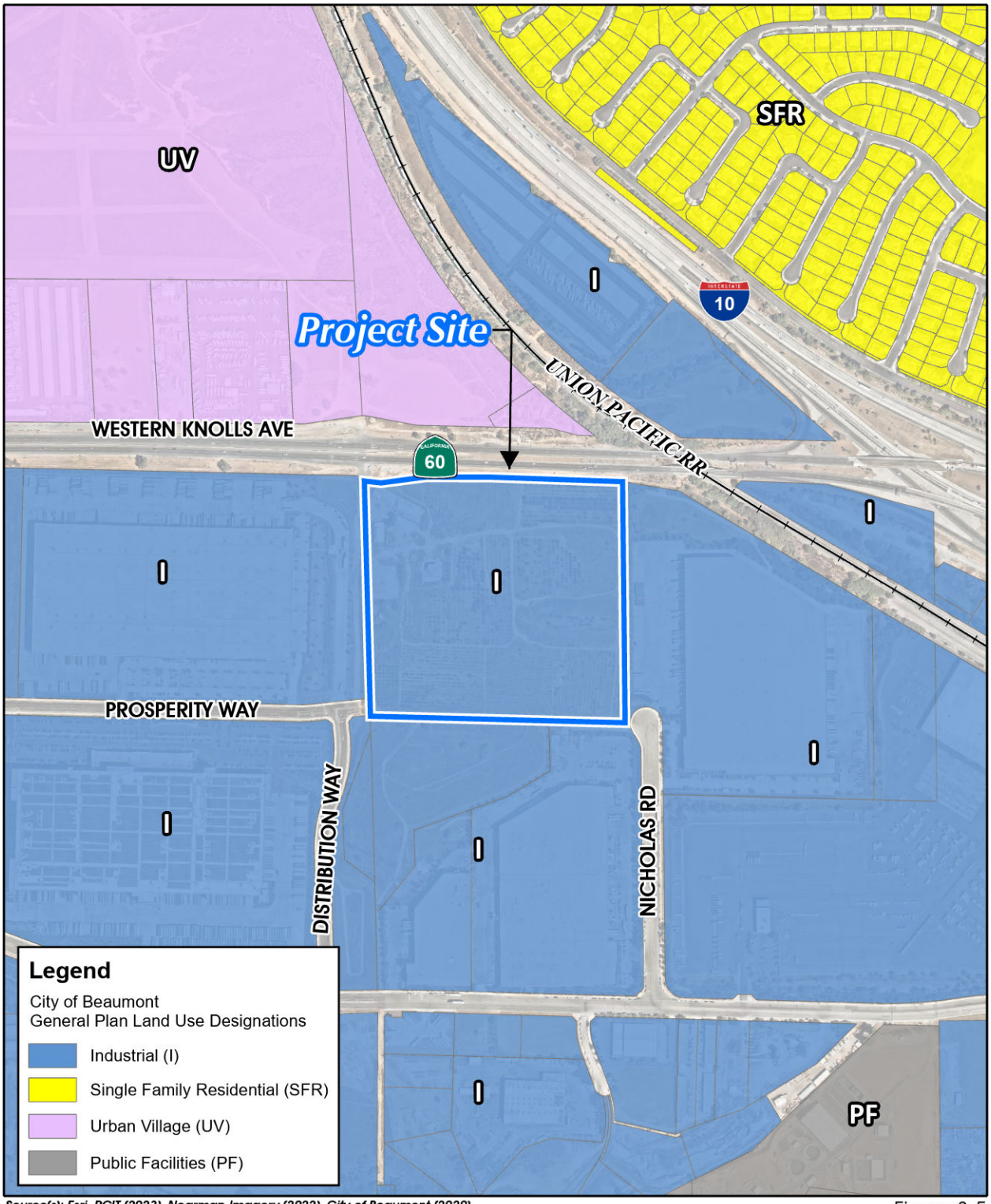
[1] Due to local meteorological conditions (wind direction and speed), this is the receptor that would experience the highest concentration of DPM.

Source(s): Esri, RCIT (2023), Nearmap Imagery (2022)

Figure 3-4

0 100 200 400
Feet

Existing Land Use

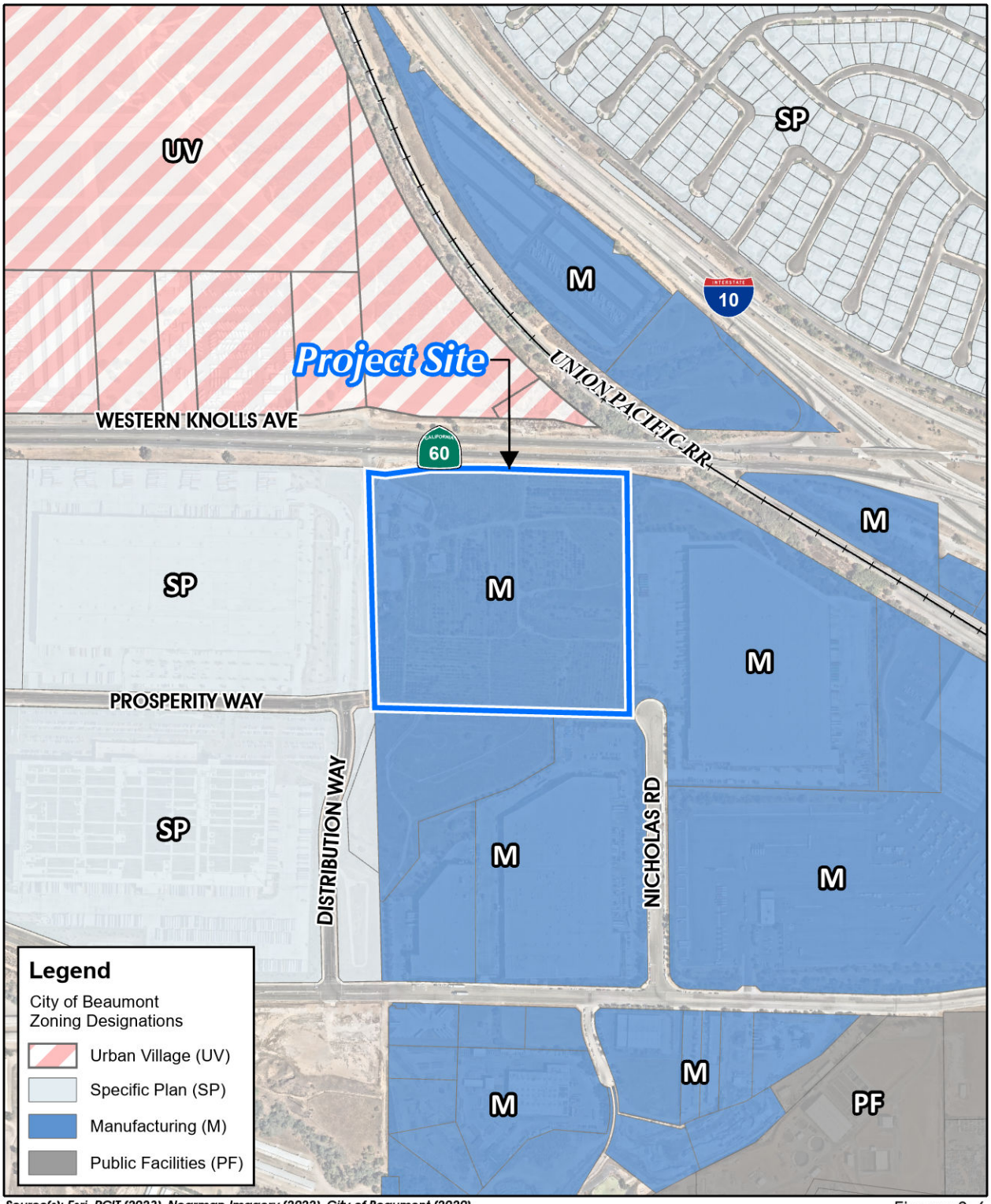


Source(s): Esri, RCIT (2023), Nearmap Imagery (2022), City of Beaumont (2020)

Figure 3-5

0 175 350 700 Feet

Existing General Plan Land Use Designations



Source(s): Esri, RCIT (2023), Nearmap Imagery (2022), City of Beaumont (2020)

Figure 3-6

0 175 350 700 Feet

Existing Zoning Classifications

3.4 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop the site with an industrial building that will implement the City's General Plan, create opportunities for employment within the City, and serve the local market demand for industrial building space. The following is a list of specific objectives that the proposed Project is intended to achieve.

A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses;

B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and I-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy;

C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea;

D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances;

E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services;

F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region;

G. Redevelop a property that has access to available infrastructure, including roads and utilities;

H. Provide a landscaping plan that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources.

3.5 PROJECT CHARACTERISTICS

3.5.1 PROJECT OVERVIEW

The Project Applicant, Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, is seeking approval of a Plot Plan and parking variance to redevelop a 30.9-acre site in the City of Beaumont, Riverside County, California, located at 38021 SR-60 Freeway. The Project is proposing to redevelop the Project site with one industrial warehouse building totaling 610,000 SF.

Economic impacts resulting from development of logistics uses result from additional output of goods and services, the ripple effect of other industries that rely on the logistics center and overall supply chain, and the increase in employment in a region stimulates greater household spending. When fully operational, the Project is expected to generate approximately 738 jobs in three shifts.

3.5.2 SITE PLAN

Figure 3-7, *Site Plan*, depicts the overall site plan proposed as part of the Project. As shown, the Project Applicant proposes to redevelop the existing abandoned fruit orchard with a warehouse building totaling 610,000 square feet (SF; including 10,000 SF of mezzanine) and related site improvements including landscaping, parking, and infrastructure facilities. Of the total building square footage, the Project would allocate 590,000 SF for warehousing/distribution and 20,000 SF for office uses (including 10,000 SF of mezzanine). A total of 96 truck dock doors are proposed, with 48 dock doors each along the western and eastern sides of the building. The Project would retain a sampling of the existing fruit trees to install at the southwest entrance to the property with a plaque to honor the Dowling Family and former Dowling Fruit Orchard. The Project would require the demolition of the existing abandoned fruit and nut stand buildings (produce store and sheds) and removal of the no-longer maintained fruit orchard.

Off-site improvements include modifications to the eastern end of Prosperity Way (to extend Prosperity to the Project's proposed driveway), and connection to existing utilities in both Prosperity Way and Nicholas Road.

A. Architectural Features

As depicted on Figure 3-8, *Building Elevations*, the proposed building would be designed in an contemporary style and constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen Code). The Project would also pursue the LEED Core & Shell rating program equivalent to a LEED "Silver" rating. The building would be constructed to a maximum of 50 feet in height. Architectural features associated with the building include the use of concrete tilt-up panels, corrugated metal accent paneling, tinted glass, metal canopies, and architectural reveals. The building would be painted with a mixture of four colors, including white, grays, and blue tones. A 3D sculpture is planned to be installed on the north building elevation in commemoration of the former Dowling Fruit Orchard.

B. Vehicle/Truck Access and Parking

Parking will include a total of 310 automobile parking stalls, including 302 standard parking stalls, 7 ADA parking stalls, 1 Van ADA parking stall; and 114 truck trailer parking spaces. Automotive parking stalls would be located to the south, west, north, and east of the proposed building. Truck access to the Project site would be provided via a primary driveway on the southeast corner at Nicholas Road. Primary auto provided at the southwest corner at the intersection of Prosperity Way and

Distribution Way, with emergency vehicle access at the northwest corner at the intersection of Western Knolls Avenue and SR-60.

3.5.3 LANDSCAPING/ EXTERIOR FEATURES

A. Landscaping

In addition to the parking and internal circulation areas described above, the Project also includes landscaped areas, hardscaping, and other exterior features. As depicted on Figure 3-9, *Landscaping Plan*, a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site's frontage, the south building elevation and parking area. Landscaping will feature drought-tolerant plant materials. A total of 194 trees, including 13 36" box and 181 24" box trees. A bio-retention basin with a capacity of approximately 69,338 cubic feet would be constructed along the western property line.

B. Walls, Fencing, and Lighting

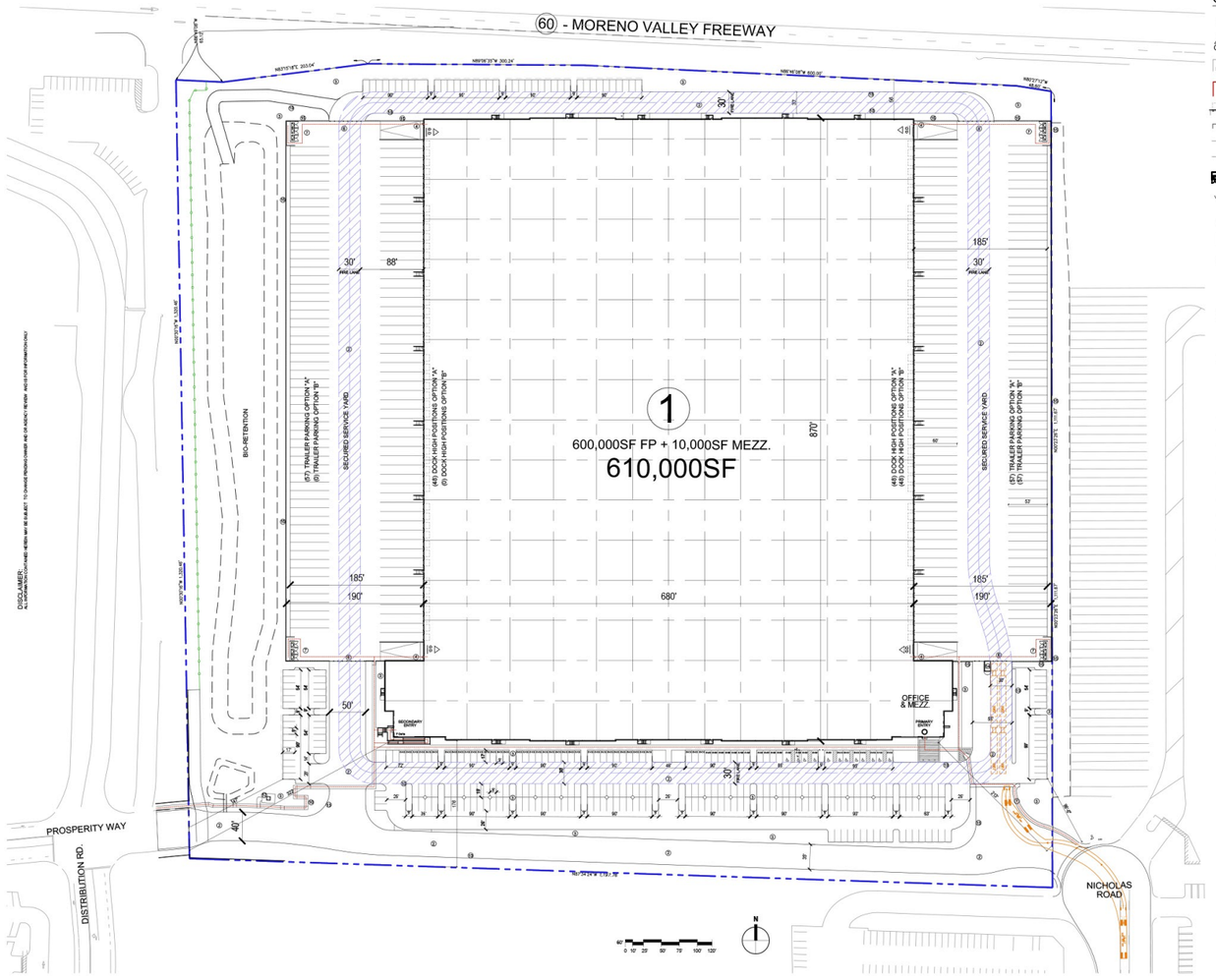
A concrete tilt up screen wall will be constructed around the truck courts and an 8-foot steel tubular fence will be constructed along the site's perimeter to enclose the proposed building, parking area, truck court, and loading dock area.

The Project includes the installation of outdoor nighttime lighting throughout the Project site. Exterior light poles would be installed throughout the parking lots to provide lighting for security and wayfinding. Additionally, exterior lighting in the form of wall mounted lights and sconces would be installed on all sides of the proposed building.

3.5.4 INFRASTRUCTURE IMPROVEMENTS

A. Water Service

Water service to the Project site would be provided by the Beaumont/Cherry Valley Water District (BCVWD). As shown in Figure 3-10, *Conceptual Utility Plan (North)*, and Figure 3-11, *Conceptual Utility Plan (South)*, water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary.



GRAPHIC LEGEND:

- = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- = A.D.A. ACCESSIBLE PRKG.
- = PROPERTY LINE (SEE CIVIL)
- DOCK DOOR & LEVELER
- = CANOPY OR OVERHANG
- = CENTERLINE OR GRID LINE
- = EASEMENT (SEE CIVIL)
- TRASH ENCLOSURE W/ SOLID ROOF A.D.A ACCESIBLE
- = WB-67' TRACTOR TRAILER
- = ADA PATH OF TRAVEL
- = 12' X 55' TRAILER PARKING
- = LIGHT STANDARD LUMINAIR N.T.S. MUST BE FULLY SHIELDED SEC. 19.7.8.E.2.a.4
- = WALL PACK WITH CUT-OFF N.T.S. SHALL NOT EXCEED 18' ABOVE GRADE

OCCUPANCY CLASSIFICATION:

BUILDING: B, S1
CONSTRUCTION TYPE: IIB

KEY NOTES: (#)

1. PEDESTRIAN PAVING (SEE CIVIL & LANDSCAPE)
2. CONCRETE VEHICULAR PAVING (SEE CIVIL)
3. LANDSCAPE AREA (SEE LANDSCAPE)
4. NOT USED
5. STEEL TUBULAR FENCE (8' HEIGHT)
6. AUTOMATIC ROLLING GATE (8'-HEIGHT)
7. TRASH ENCLOSURE (ADA COMPLIANT)
8. PROVIDE KNOX BOX (LOCATION PER FIRE DEPT.)
9. ADA RAMP (AS REQUIRED)
10. ADA PATH OF TRAVEL
11. LUNCH AREA
12. HISTORICAL MARKER
13. 6" HIGH CONCRETE CURB (SEE CIVIL)
14. GUARD SHACK
15. 9' HEIGHT CONCRETE TILT UP SCREEN WALL

PARKING STALL SIZES:

STANDARD PARKING STALL - 9' X 19' WITH 2' OVERHANG
A.D.A. (HANDICAP) STALLS - 9' X 18' & 12' X 18' (VAN)

PARKING REQUIREMENTS

WAREHOUSE: 1/1000 OFFICE: 1/250

PROPOSED PARKING REQUIRED:
WAREHOUSE: 1/2000 OFFICE: 1/250

LAND USE:

EXISTING: - EXISTING BUILDINGS / ORCHARD
PROPOSED: - MANUFACTURING/WAREHOUSE/OFFICE

MAXIMUM BUILDING HEIGHT

50'

SOLAR READY AREA

600,000 (ROOF AREA) - 15,000(SKYLIGHT AREA) = 585,000 (NET ROOF AREA)
585,000 (ROOF AREA) * 15% = 87,750 SF. (REQ. SOLAR READY AREA)

SHEET DESCRIPTION:

A1	SITE PLAN & PROJECT DATA
A2	SITE PLAN ALTERNATE STRIPING
A3	CONCEPTUAL FLOOR PLAN
A4	CONCEPTUAL ELEVATIONS
A5	CONCEPTUAL COLOR ELEVATIONS
A6	COLOR AND MATERIAL BOARD
A7	CONCEPTUAL RENDER 1 VIEW
A8	CONCEPTUAL RENDER 2 VIEW
A9	CONCEPTUAL RENDER 3 VIEW
C1	CONCEPTUAL GRADING PLAN
L1	PRELIMINARY LANDSCAPE PLAN

TEAM PLAYERS:

APPLICANT/OWNER
ORCHARD LOGISTICS VENTURE, LLC
CONTAC: KYLE DORAND
3501 JAMBOREE ROAD, SUITE 230
NEWPORT BEACH, CA 92660
(949)263-5713

CIVIL ENGINEER
HURTT-ZOLLARS, INC.
CONTACT: JOHNNY MURAD
3666 CONCOURS, SUITE 330
ONTARIO, CA 91764
(909)941-7799

ARCHITECT
AO ARCHITECTS ORANGE
144 NORTH STREET
ORANGE, CA 92866
CONTACT: STEPHEN PRZYBYLOWSKI
717-417-1522
stephenp@aoarchitects.com

LANDSCAPE
HUNTER LANDSCAPE
711 FEE ANA ST.
PLACENTIA, CA 92870
CONTACT: TOM HAYES
(TEL) 714-668-2400

STRUCTURAL
DFA
3230 E. IMPERIAL HIGHWAY, SUITE 302
BREA, CA 92821
CONTACT: DARIN FONG
(714) 404-4888 EXT 403
darin@fdaengineering.com

ZONING ORDINANCE

EXISTING ZONING: MANUFACTURING

PROJECT DESCRIPTION:

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A WAREHOUSE AND OFFICE TOTALING 610,000SF ON A 30.9AC LOT

PROJECT DATA:

GROSS SITE AREA: 1,346,100 S.F. 30.9 AC.

BUILDING AREA
OFFICE 10,000 S.F.
WAREHOUSE 600,000 S.F.
TOTAL BUILDING AREA 610,000 S.F.

LOT FAR 45.3%

PARKING PROPOSED OPTION "A"
WAREHOUSE (1/2000 SF) 305 STALLS
OFFICE (INCLUSIVE)
TOTAL PARKING REQUIRED 305 STALLS

PARKING REQUIREMENTS OPTION "B"
WAREHOUSE (1/1000 SF) 600 STALLS
OFFICE (1/250 SF) 40 STALLS
TOTAL PARKING REQUIRED 640 STALLS

PARKING PROVIDED OPTION "A"
ACCESSIBLE (9' x 18') 7 STALLS
VAN ACCESSIBLE (12' x 18') 1 STALLS
STANDARD (9' X 19') 302 STALLS
TOTAL PARKING PROVIDED 310 STALLS

PARKING PROVIDED OPTION "B"
ACCESSIBLE (9' x 18') 12 STALLS
VAN ACCESSIBLE (12' x 18') 2 STALLS
STANDARD (9' X 19') 644 STALLS
TOTAL PARKING PROVIDED 658 STALLS

TRAILER PARKING PROVIDED
OPTION "A" TRAILER (12' x 53') 114 STALLS
OPTION "B" TRAILER (12' x 53') 57 STALLS

ASSESSOR'S PARCEL NUMBER:

A.P.N.: 417-020-070

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A AS SHOWN ON LOT LINE OF ADJUSTMENT NO. 08-LLA-09, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 03, 2007 AS INSTRUMENT NO. 2007-0501539 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA WHICH LIES WITHIN THE FOLLOWING BOUNDARIES:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID NORTHWEST QUARTER DISTANT THEREON SOUTH 00°27'35" EAST 1320.54 FEET FROM THE NORTHWESTERLY CORNER OF SAID SECTION 9, TO THE NORTHWESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL "B" IN DEED RECORDED JUNE 10, 2003 IN INSTRUMENT NO. 2003-446207, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY, SAID LAST MENTIONED CORNER ALSO BEING A POINT IN THE SOUTHERLY BOUNDARY OF CALIFORNIA STATE HIGHWAY 60;

THENCE ALONG THE NORTHERLY BOUNDARY OF SAID CERTAIN PARCEL OF LAND AND ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING COURSES:

SOUTH 86°49'31" EAST 65.12 FEET;

THENCE NORTH 83°43'55" EAST 203.04 FEET;

THENCE SOUTH 89°59'58" EAST 300.24 FEET;

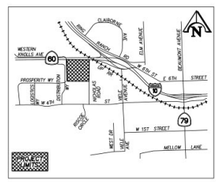
THENCE SOUTH 86°49'31" EAST 600.00 FEET;

THENCE SOUTH 89°27'35" EAST 48.60 FEET TO A LINE PARALLEL WITH AND 1130.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED RECORDED JUNE 13, 2003 AS INSTRUMENT NO. 2003-432765, OF SAID OF OFFICIAL RECORDS;

THENCE ALONG SAID PARALLEL LINE, SOUTH 00°03'03" WEST 1112.14 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID NORTHWEST QUARTER, BEING ALSO IN BOOK 183 PAGES 68, 70 AND 71, OF PARCEL MAPS, RECORDS OF SAID COUNTY;

THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE, NORTH 87°34'43" WEST 1137.78 FEET TO THE WESTERLY LINE OF SAID NORTHWEST QUARTER;

THENCE ALONG SAID LAST MENTIONED WESTERLY LINE, NORTH 00°30'28" WEST 1087.21 FEET TO "POINT OF BEGINNING".



VICINITY MAP
NOT TO SCALE

SITE DATA TABLE OPTION "A"

BUILDING	LAND AREA AC	LAND AREA SF	FAR %	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	WAREHOUSE SF	OFFICE PRKG.	WAREHOUSE PRKG.	PRKG REQ.	PRKG PROV.	EVCS PRKG. REQ.	EVSE PRKG. REQ.	ADA REQ.	SHORT-TERM BIKE PRKG REQ.	LONG-TERM BIKE PRKG REQ.	LANDSCAPE PROV.
1	±30.90	±1,346,100	45.3%	600,000	10,000	610,000	10,000	600,000	~	~	305	310	62	16	8 MIN.	17	17	~
									INCLUSIVE	(1/2000)		(0.51/1000)	EV CAPABLE SPACE	EV SUPPLY EQUIP.				

Source(s): Architects Orange (02-17-2023)

Figure 3-7

Not to Scale

Site Plan

SOUTH ELEVATION

EAST ELEVATION

NORTH (MORENO VALLEY FRWY ELEVATION)

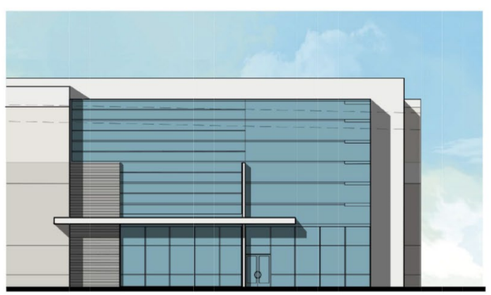
WEST (DISTRIBUTION RD. ELEVATION)

30' 0 5' 10' 20' 30' 45' 60'

KEY NOTES:

1. CONCRETE TILT UP PANEL WITH REVEALS
2. CORRUGATED METAL PANEL (PAINTED)
3. MEDIUM PERFORMANCE GLASS IN CLEAR ANOD. ALUM. HORIZ. MULLION SYSTEM.
4. TINTED GLASS IN CLEAR ANOD. ALUM. VERT. MULLION SYSTEM.
5. CLERESTORY MEDIUM PERFORMANCE GLASS IN CLEAR ANOD. ALUM. MULLIO SYSTEM
6. METAL CANOPY
7. OPEN METAL FRAME AWNING PAINTED
8. RAISED PARAPET FOR GREATER ROOF LINE VARIATION
9. 3' X 7' METAL FIRE ACCESS DOOR
10. DOCK DOOR
11. METAL ROLL UP DOOR
12. ROOF TOP EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW

ENLARGED SOUTH MIDDLE CLERESTORY



ENLARGED FRONT SOUTH EAST ENTRY

ENLARGED SIDE SOUTH EAST ENTRY

Source(s): Architects Orange (03-10-2022)

Figure 3-8

Not to Scale

Building Elevations

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	QUANTITY
	Pinus eldarica Afghan Pine	24" Box	M	53
	Platanus racemosa California Sycamore	36" Box 24" Box	M M	5 35
	Pistacia chinensis Chinese Pistache	24" Box	L	52
	Schinus molle California Pepper	36" Box	L	8
	Rhus lancea African Sumac	24" Box	L	41
	Relocated Orchard Trees			

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Baccharis p. 'Centennial' Coyote Bush	5 Gal	L	4' OC 2.5' from hardscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	M	5' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal	L	4' OC 2.5' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal	M	5' OC 2' from hardscape
	Heteromeles arbutifolia Toyon	5 Gal	M	5' OC 2' from hardscape
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	M	5' OC 2' from hardscape
	Ligustrum j. 'Texanum' Texas Privet	5 Gal	M	5' OC 2' from hardscape
	Muhlenbergia capillaris Pink Muhly	5 Gal	M	5' OC 2' from hardscape
	Muhlenbergia rigens Deer Grass	5 Gal	M	4' OC 2.5' from hardscape
	Rhaphiolepis I. 'Clara' Indian Hawthorn	5 Gal	M	5' OC 2' from hardscape
	Rhaphiolepis I. 'Springtime' Indian Hawthorn	5 Gal	M	5' OC 2' from hardscape
	Rhamnus californica Coffeeberry	5 Gal	L	4' OC 2.5' from hardscape
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	L	5' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	L	4' OC 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal	L	5' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	L	5' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	L	5' OC 3' from hardscape
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	L	5' OC 2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	
	Agave americana Century Plant	5 Gal	L	
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	L	
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	L	
	Agave desmetiana Smooth Agave	5 Gal	L	
	Aloe maculata Soap Aloe	5 Gal	L	
	Aloe striata Coral Aloe	1 Gal	L	
	Dasylirion wheeleri Desert Spoon	5 Gal	L	
	Hesperaloe parviflora Red Yucca	5 Gal	L	
	Lantana 'Gold Mound' Yellow Lantana	5 Gal	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	6' O.C.	L
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L

Basin Seed Mix

2000 lbs/ac	Wood cellulose fiber
600 lbs/ac	7-3-1 Blood organic fertilizer
150 lbs/ac	Stabilizing binder
20 lbs/ac	Endo-net mycorrhizal inoculum
1 lbs/ac	Achillea millefolium
1 lbs/ac	Eschaholzia caespitosa
1 lbs/ac	Juncus bufonius
6 lbs/ac	Leymus triticoides Rio
4 lbs/ac	Deschampsia cespitosa
20 lbs/ac	Festuca rubra 'Molate'
6 lbs/ac	Hordium brachyantherum
1 lbs/ac	Muhlenbergia rigens
3 lbs/ac	Muhlenbergia microsperma
3 lbs/ac	Hordium depressum

Native Hydroseed Mix

2000 lbs/ac	Wood cellulose fiber
600 lbs/ac	7-3-1 Blood organic fertilizer
150 lbs/ac	Stabilizing binder
20 lbs/ac	Endo-net mycorrhizal inoculum
3 lbs/ac	Artelsia purpurea
3 lbs/ac	Artemisia californica
12 lbs/ac	Elogonum fasiculatum
3 lbs/ac	Mimulus aurenteaus
5 lbs/ac	Encelia farinosa
2 lbs/ac	Salvia alpinia
2 lbs/ac	Salvia mellifera
5 lbs/ac	Acmispon glaber (Lotus scparius)
3 lbs/ac	Eschecholzia californica
3 lbs/ac	Lupinus bumeulus
1 lbs/ac	Salvia columbaria
4 lbs/ac	Plantago erecta
3 lbs/ac	Festuca microstachus (Vulpia Micro)

WATER EFFICIENT LANDSCAPE WORKSHEET (MWELO)

Reference Evapotranspiration Rate (Eto): 55.6

Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (LA)	ETAF x Area	Estimated Annual Water Use (EAWU) Gallons per Year	Estimated Annual Water Use (EAWU) Acre Feet per Year
Regular Landscape Areas								
Low Groundcover & Shrubs	0.2	Drip	0.81	0.25	143,612	35,460	1,222,369	3.75
Low Groundcover	0.2	Rotary	0.75	0.3	95,352	25,427	876,526	2.69
Low & Moderate Trees	0.5	Bubbler	0.81	0.6	390	241	8,299	0.03
				Totals	**239,354**	**61,128**		
						Estimated Annual Water Use (EAWU) Total	2,107,194	6.47
						Maximum Allowed Water Allowance (MAWA)	5,775,708	17.72
Special Landscape Areas								
Hydrozone 1				1	-	-	-	0.00
Hydrozone 2				1	-	-	-	0.00
Hydrozone 3				1	-	-	-	0.00
				Totals	-	-		
						EAWU Total	-	0.00
						Maximum Allowed Water Allowance (MAWA)	-	0.00

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	61,128
Total Area	239,354
Average ETAF	**0.255386**

All Landscaep Areas	
Total ETAF x Area	61,128
Total Area	239,354
Sitewide ETAF	**0.255386**

Irrigation Efficiency

Drip Irrigation	0.81
Overhead Spray	0.75
Rotors	0.75

Source(s): Hunter Landscaping (03-10-2022)

Figure 3-9

Not to Scale

Landscaping Plan

EXISTING EASEMENT

(5) AN EASEMENT FOR ROAD PURPOSES IN FAVOR OF A. J. VIELE, ET AL., RECORDED AUGUST 26, 1890, IN BOOK 117, PAGE 202, OF DEEDS.

(8) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED APRIL 17, 1958, IN BOOK 2257, PAGE 32, OFFICIAL RECORDS.

(9) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF CALIFORNIA WATER & TELEPHONE COMPANY, RECORDED AUGUST 26, 1958, IN BOOK 2324, PAGE 51, OFFICIAL RECORDS.

(11) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY, RECORDED SEPTEMBER 11, 1970, AS INSTRUMENT NO. 89674, OFFICIAL RECORDS.

(12) AN EASEMENT FOR SANITARY SEWER PURPOSES IN FAVOR OF THE CITY OF BEAUMONT, RECORDED DECEMBER 1, 1972, AS INSTRUMENT NO. 159870, OFFICIAL RECORDS.

(16) A RECIPROCAL EASEMENT FOR INGRESS AND EGRESS PURPOSES IN FAVOR OF HI-SIXTY ASSOCIATES L.P., RECORDED MAY 17, 1994, AS INSTRUMENT NO. 201445, OFFICIAL RECORDS (DOCUMENT CONTAINS AN OFF-SITE APPURTENANT EASEMENT BENEFITING THE SURVEYED PROPERTY, SHOWN HEREON).

(18) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED JUNE 28, 2007, AS INSTRUMENT NO. 2007-0421095, OFFICIAL RECORDS.

(19) THE TERMS, PROVISIONS, AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "DECLARATION OF GRANT OF EASEMENT" RECORDED AUGUST 2, 2007, AS INSTRUMENT NO. 2007-0501538, OFFICIAL RECORDS (DOCUMENT CONTAINS AN OFF-SITE APPURTENANT EASEMENT BENEFITING THE SURVEYED PROPERTY, SHOWN HEREON).

(23) AN EASEMENT FOR EMERGENCY ACCESS EASEMENT PURPOSES IN FAVOR OF HDP, LLC, RECORDED JUNE 15, 2016, AS INSTRUMENT NO. 2016-0244428, OFFICIAL RECORDS.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A AS SHOWN ON LOT LINE OF ADJUSTMENT NO. 06-LLA-09, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 02, 2007 AS INSTRUMENT NO. 2007-0501539 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA WHICH LIES WITHIN THE FOLLOWING BOUNDARIES:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID NORTHWEST QUARTER DISTANT SOUTH 00°30'39" EAST THEREON 233.25 FEET FROM THE NORTHWESTERLY CORNER OF SAID SECTION 9 TO THE NORTHWESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL "B" IN DEED RECORDED JUNE 10, 2003 IN INSTRUMENT NO. 2003-444207, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY, SAID LAST MENTIONED CORNER ALSO BEING A POINT IN THE SOUTHERLY BOUNDARY OF CALIFORNIA STATE HIGHWAY 60;

THENCE ALONG THE NORTHERLY BOUNDARY OF SAID CERTAIN PARCEL OF LAND AND ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING COURSES:

SOUTH 86°49'31" EAST 65.12 FEET;
THENCE NORTH 83°14'55" EAST 203.04 FEET;
THENCE SOUTH 89°06'58" EAST 300.24 FEET;
THENCE SOUTH 86°49'31" EAST 600.00 FEET;

THENCE SOUTH 89°27'35" EAST 48.60 FEET TO A LINE PARALLEL WITH AND 1130.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED RECORDED JUNE 13, 2003 AS INSTRUMENT NO. 2003-435769, OF SAID OFFICIAL RECORDS;

THENCE ALONG SAID PARALLEL LINE, SOUTH 00°23'03" WEST 1112.14 FEET TO A POINT IN THE NORTHERLY LINE OF PARCEL MAP NO. 25090 AS PER MAP FILED IN BOOK 165 PAGES 69, 70 AND 71, OF PARCEL MAPS, RECORDS OF SAID COUNTY;

THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE, NORTH 87°34'43" WEST 1197.78 FEET TO THE WESTERLY LINE OF SAID NORTHWEST QUARTER;

THENCE ALONG SAID LAST MENTIONED WESTERLY LINE, NORTH 00°30'39" WEST 1087.21 FEET TO "POINT OF BEGINNING".

APN: 417-020-070

BENCH MARK

BENCHMARK: CITY OF BEAUMONT MONUMENT "N-71 RESET 1960"
ELEVATION: 2573.72 (NGVD29)

70 YARDS NE OF THE NE CORNER OF THE SOUTHERN PACIFIC COMPANY RAILROAD STATION, 170 YARDS NW OF CALIFORNIA STREET ON THE SOUTHER SIDE, THE NEW HIGHWAY 60, 70 AND 99 BEING CONSTRUCTED THROUGH BEAUMONT. 21 FEET NORTHERLY OF THE CENTERLINE OF THE NEW 4TH STREET, 2 FEET SOUTHEAST FROM THE WESTERLY END OF THE WALL 2.7' BELOW THE TOP OF THE WALL 2' ABOVE THE CURB AND SET IN TOP OF THE CONCRETE POST.

BASIS OF BEARINGS:

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UTILITY CONTACTS

ELECTRICITY
SOUTHERN CALIFORNIA EDISON
1351 E FRANCIS STREET
ONTARIO, CA 91761
(909) 942-8423

WATER
BEAUMONT-CHERRY VALLEY WATER DISTRICT
560 MAGNOLIA AVE.
BEAUMONT, CA 92223
(951) 845-9581

GAS
SOUTHERN CALIFORNIA GAS CO.
1981 W LUGONIA AVENUE
REDLANDS, CA 92374
(800) 427-2200

TELEPHONE
FRONTIER COMMUNICATIONS
762 W KETTERING AVENUE
LANCASTER, CA 93534
(661) 949-8604

SEWER
CITY OF BEAUMONT
550 E 6TH STREET
BEAUMONT, CA 92223
(951) 769-8522

CABLE
CHARTER COMMUNICATIONS
17777 CENTER COURT DRIVE NORTH, 8TH FLOOR
CERRITOS, CA 90703
(562) 677-0325

LEGEND

SD	PROPOSED STORM DRAIN	FL	FLOWLINE
S	PROPOSED SEWER	GB	GRADE BREAK
W	PROPOSED WATER	INV	INVERT
GB	GRADE BREAK	LA	LANDSCAPE AREA
R	RIDGE LINE	LP	LOW POINT
	PROPERTY LINE	LT.	LEFT
	CL	N.A.P.	NOT A PART
	ADA PATH OF TRAVEL	P.I.P.	PROTECT IN PLACE
	LANDSCAPE EASEMENT	PP	POWER POLE
	PROPOSED CURB OPENING INLET	PL	PROPERTY LINE
CF	CURB FACE	PROP.	PROPOSED
CB	CATCH BASIN	RD	ROOF DRAIN
C&G	CURB & GUTTER	RT.	RIGHT
CDS	CONTECH CDS UNIT	R/W	RIGHT-OF-WAY
CL	CENTERLINE	STD.	STANDARD
DWY	DRIVEWAY	STL	STREET LIGHT
EXIST.	EXISTING	TE	TRASH ENCLOSURE
EG	EXISTING GROUND	TP	TOP OF PAVEMENT
FF	FINISHED FLOOR	TC	TOP OF CURB
FS	FINISHED SURFACE	TG	TOP OF GRATE
		EP	EDGE OF PAVEMENT
		WSE	WATER SURFACE ELEVATION

SITE NOTES

1. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN UNSHADED FLOOD ZONE X, PANEL 06065C0811G EFF. 08/28/2008.
2. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 30.902 ACRES, MORE OR LESS.
   AREA TO BE DEVELOPED: 29.8± AC
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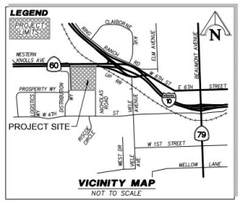

PRELIMINARY EARTHWORK VOLUMES		
	CUT (CY)	FILL (CY)
RAW VOLUMES:	96,208	69,516
(-) Shrinkage(8%):	7,697	--
(+) Subsidence (0.1):	--	4,986
Subtotal:	88,512	74,502
Overexcavation Row:	114,074	114,074
(-) Shrinkage:	9,126	--
Subtotal:	104,948	104,948
Additional Volumes:	2,000	
Total:	195,460	188,577

6,883 CY LONG
WILL BE CLOSE TO BALANCE BY RAISING ANOTHER 0.1', WILL BE ADJUSTED DURING CD'S.

EARTHWORK NOTE:
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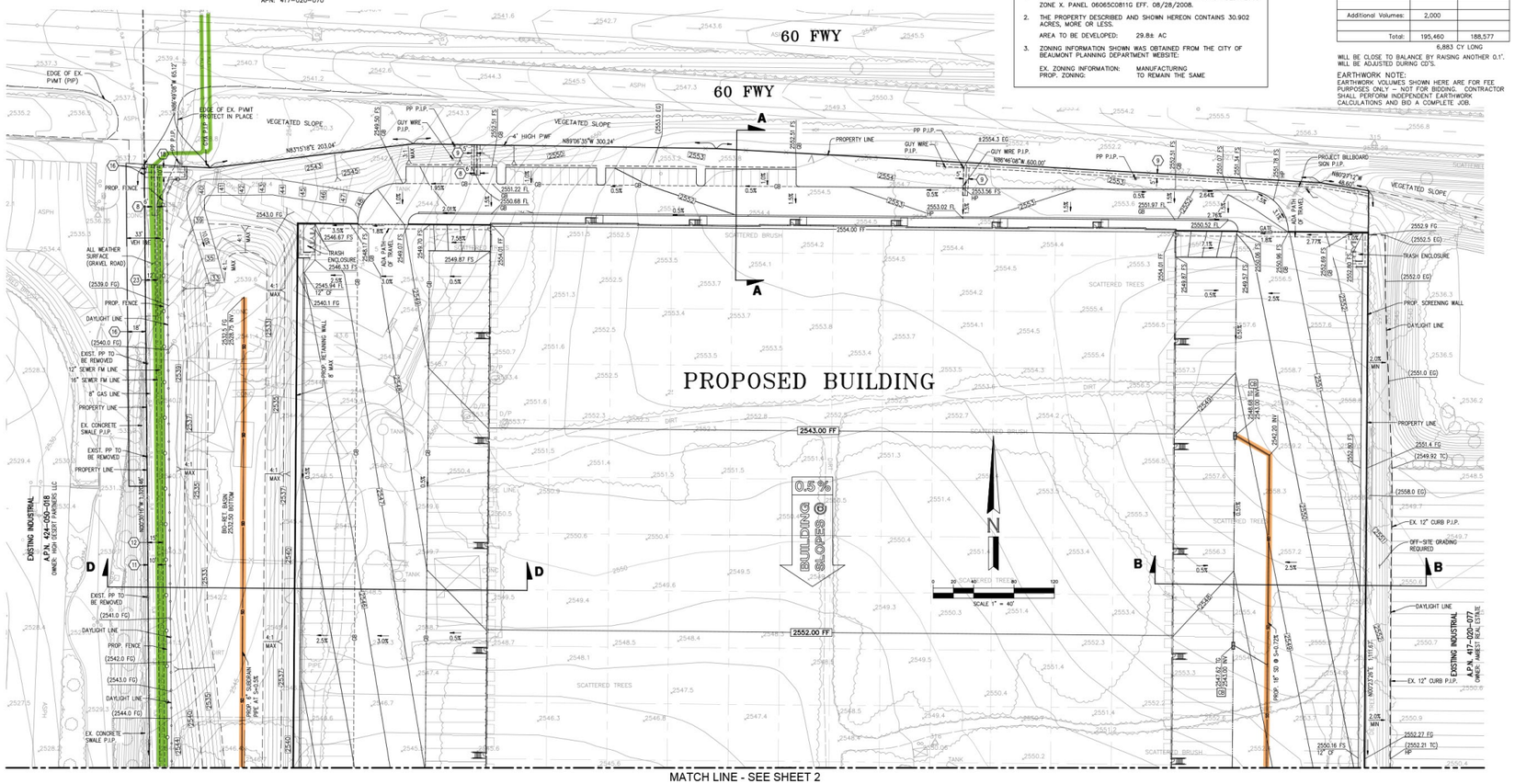
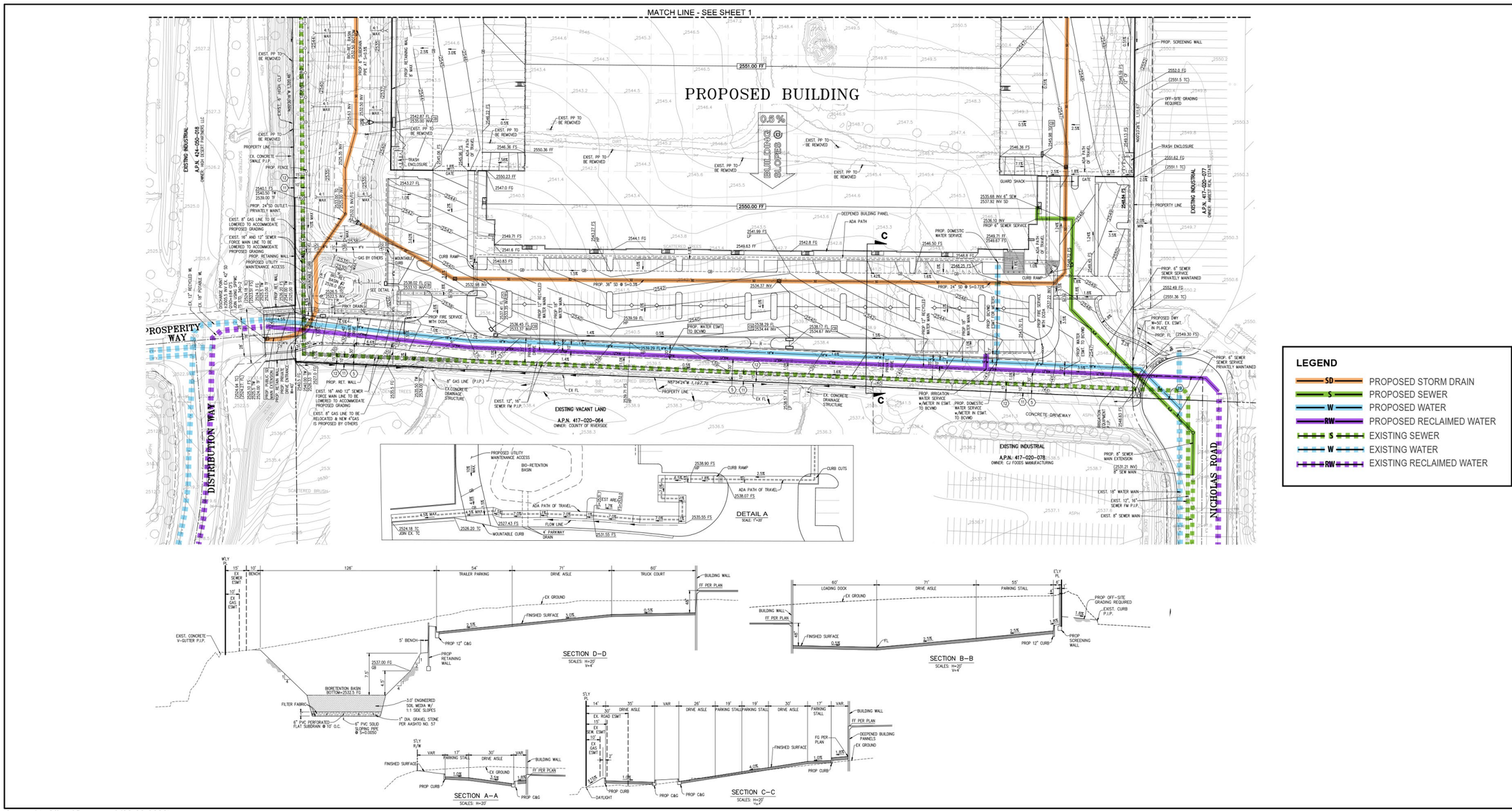


Source(s): City of Beaumont (09-02-2022)

Figure 3-10

Not to Scale

Conceptual Utility Plan (North)



Source(s): City of Beaumont (09-02-2022)

Figure 3-11

Not to Scale

Conceptual Utility Plan (South)

B. Sanitary Sewer Service

Sanitary sewer service to the Project site would be provided by the City of Beaumont. The City controls and manages its sewer collection, conveyance, and treatment system. Proposed 6-inch sewer lines would be extended from the southeastern corner of the Building, which would connect to an 8-inch existing sewer main on Nicholas Road. Sewer flows from the Project site would be conveyed via the regional wastewater conveyance facilities to the Beaumont Wastewater Treatment Plant, located approximately 0.34 miles southeast of the Project site. Portions of two existing forced main sewer lines (one 12-inches in diameter, and one 16-inches in diameter) that are currently running north-south along the western property boundary will undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way. Such work will be coordinated with the City of Beaumont.

C. Drainage

Runoff from the site's parking lots, driveways, and roof drains will be directed to nine catch basins and conveyed by storm drain lines to the proposed bio-retention basin located along the westerly edge of the Project site. Runoff from the southwest corner of the lot will be directed to a catch basin (modular wetland system. Overflow from the bio-retention basin and modular wetland system will be conveyed by the proposed outlet to the 42-inch public storm drain lateral C-4 on Prosperity Way.

D. Dry Utilities

Natural Gas service to the Project site is provided by Southern California Gas Company (SCG). Portions of the existing two (2) natural gas lines (one 4-inches in diameter, and one 6-inches in diameter) that are currently running north-south along the western property boundary will undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way. Such work will be coordinated with SCG.

Electrical service to the Project site is provided by Southern California Edison (SCE). Portions of the existing services on site that formerly supplied power to irrigation pumps will be removed as they will no longer be required for the Project. Portions of the existing power poles that are currently running north-south along the western property boundary will be removed and/or placed underground to accommodate the improvements proposed for the Project. Such work will be coordinated with SCE.

3.5.5 Parking Variance

According to the City's Municipal Code Section 17.05.040, Parking Requirements for Land Uses, warehousing uses are required to be parked at a ratio of 1 space for every 1,000 SF of gross floor area and office uses accessory to the manufacturing use are required to be parked at a ratio of 1 space for every 250 SF of gross floor area. Based on the proposed building of 610,000 SF, a total of 640 parking stalls would be required. As discussed previously, a total of 310 parking stalls would be provided at the Project site and a Parking Variance would be required for the Project to allow a parking standard

of 1 space per 2,000 SF for warehouse use. Under a parking standard of 1 space per 2,000 SF, a total of 305 parking stalls would be required.

3.6 CONSTRUCTION AND OPERATIONAL CHARACTERISTICS OF THE PROJECT

3.6.1 CONSTRUCTION CHARACTERISTICS

1. Conceptual Grading Plan

Figure 3-12, *Conceptual Grading Plan (North)*, and Figure 3-13, *Conceptual Grading Plan (South)*, identify proposed final grade elevations for the proposed building pad, parking areas, undeveloped areas, and the bio-retention basin. The grading plan indicates that the Project's grading operation would excavate approximately 195,460 cubic yards of cut and require approximately 188,577 cubic yards of fill. Implementation of the Project is expected to require a net export of approximately 6,883 cubic yards of soil material.

2. Anticipated Construction Schedule

Construction is expected to occur at one time and would take approximately 12 months. Table 3-1, *Construction Schedule*, represents the duration of construction activity for each construction phase. The duration and associated equipment shown represent a reasonable approximation of the expected construction fleet as required. As the initial construction task, the property would be prepared for the demolition of the existing buildings totaling approximately 17,000 SF, followed by grading, building construction, paving, and architectural coating. The composition of the construction equipment fleet that the Project Applicant intends to use to develop the Project site is summarized in Table 3-2, *Construction Equipment Fleet*.

Table 3-1 Construction Schedule

Construction Activity	Start Date	End Date	Days
Demolition/Crushing	06/01/2023	07/12/2023	30
Site Preparation	07/13/2023	08/23/2023	30
Grading	08/24/2023	11/15/2023	60
Building Construction	11/16/2023	07/24/2024	180
Paving	07/25/2024	10/16/2024	60
Architectural Coating	07/25/2024	10/16/2024	60

Table 3-2 Construction Equipment Fleet

Construction Activity	Equipment	Amount	Hours Per Day
Demolition/Crushing	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	3	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	2	8
	Forklifts	4	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	3	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

EXISTING EASEMENT

(5) AN EASEMENT FOR ROAD PURPOSES IN FAVOR OF A. J. VIELE, ET AL., RECORDED AUGUST 26, 1890, IN BOOK 117, PAGE 202, OF DEEDS.

(8) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED APRIL 17, 1958, IN BOOK 2257, PAGE 32, OFFICIAL RECORDS.

(9) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF CALIFORNIA WATER & TELEPHONE COMPANY, RECORDED AUGUST 26, 1958, IN BOOK 2324, PAGE 51, OFFICIAL RECORDS.

(11) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY, RECORDED SEPTEMBER 11, 1970, AS INSTRUMENT NO. 89674, OFFICIAL RECORDS.

(12) AN EASEMENT FOR SANITARY SEWER PURPOSES IN FAVOR OF THE CITY OF BEAUMONT, RECORDED DECEMBER 1, 1972, AS INSTRUMENT NO. 159870, OFFICIAL RECORDS.

(16) A RECIPROCAL EASEMENT FOR INGRESS AND EGRESS PURPOSES IN FAVOR OF HI-SIXTY ASSOCIATES L.P., RECORDED MAY 17, 1994, AS INSTRUMENT NO. 201445, OFFICIAL RECORDS (DOCUMENT CONTAINS AN OFF-SITE APPURTENANT EASEMENT BENEFITING THE SURVEYED PROPERTY, SHOWN HEREON).

(18) AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED JUNE 28, 2007, AS INSTRUMENT NO. 2007-0421095, OFFICIAL RECORDS.

(19) THE TERMS, PROVISIONS, AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "DECLARATION OF GRANT OF EASEMENT" RECORDED AUGUST 2, 2007, AS INSTRUMENT NO. 2007-0501538, OFFICIAL RECORDS (DOCUMENT CONTAINS AN OFF-SITE APPURTENANT EASEMENT BENEFITING THE SURVEYED PROPERTY, SHOWN HEREON).

(23) AN EASEMENT FOR EMERGENCY ACCESS EASEMENT PURPOSES IN FAVOR OF HDP, LLC, RECORDED JUNE 15, 2016, AS INSTRUMENT NO. 2016-0244428, OFFICIAL RECORDS.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A AS SHOWN ON LOT LINE OF ADJUSTMENT NO. 06-LLA-09, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 02, 2007 AS INSTRUMENT NO. 2007-0501539 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA WHICH LIES WITHIN THE FOLLOWING BOUNDARIES:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID NORTHWEST QUARTER DISTANT SOUTH 00°30'39" EAST THEREON 233.25 FEET FROM THE NORTHWESTERLY CORNER OF SAID SECTION 9 TO THE NORTHWESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL "B" IN DEED RECORDED JUNE 10, 2003 IN INSTRUMENT NO. 2003-444207, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY, SAID LAST MENTIONED CORNER ALSO BEING A POINT IN THE SOUTHERLY BOUNDARY OF CALIFORNIA STATE HIGHWAY 60;

THENCE ALONG THE NORTHERLY BOUNDARY OF SAID CERTAIN PARCEL OF LAND AND ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING COURSES:

SOUTH 86°49'31" EAST 65.12 FEET;
THENCE NORTH 83°41'55" EAST 203.04 FEET;
THENCE SOUTH 89°06'58" EAST 300.24 FEET;
THENCE SOUTH 86°49'31" EAST 600.00 FEET;

THENCE SOUTH 89°27'35" EAST 48.60 FEET TO A LINE PARALLEL WITH AND 1130.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED RECORDED JUNE 13, 2003 AS INSTRUMENT NO. 2003-435769, OF SAID OF OFFICIAL RECORDS;

THENCE ALONG SAID PARALLEL LINE, SOUTH 00°23'03" WEST 1112.14 FEET TO A POINT IN THE NORTHERLY LINE OF PARCEL MAP NO. 25090 AS PER MAP FILED IN BOOK 165 PAGES 69, 70 AND 71, OF PARCEL MAPS, RECORDS OF SAID COUNTY;

THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE, NORTH 87°34'43" WEST 1197.78 FEET TO THE WESTERLY LINE OF SAID NORTHWEST QUARTER;

THENCE ALONG SAID LAST MENTIONED WESTERLY LINE, NORTH 00°30'39" WEST 1087.21 FEET TO "POINT OF BEGINNING".

APN: 417-020-070

BENCH MARK

BENCHMARK: CITY OF BEAUMONT MONUMENT "N-71 RESET 1960"
ELEVATION: 2573.72 (NGVD29)

70 YARDS NE OF THE NE CORNER OF THE SOUTHERN PACIFIC COMPANY RAILROAD STATION, 170 YARDS NW OF CALIFORNIA STREET ON THE SOUTHER SIDE, THE NEW HIGHWAY 60, 70 AND 99 BEING CONSTRUCTED THROUGH BEAUMONT. 21 FEET NORTHERLY OF THE CENTERLINE OF THE NEW 4TH STREET, 2 FEET SOUTHEAST FROM THE WESTERLY END OF THE WALL 2.7' BELOW THE TOP OF THE WALL 2' ABOVE THE CURB AND SET IN TOP OF THE CONCRETE POST.

BASIS OF BEARINGS:

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W	PROPOSED WATER	INV	INVERT
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CB	CATCH BASIN	RD	ROOF DRAIN
C&G	CURB & GUTTER	RT.	RIGHT
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DEVELOPER/APPLICANT

ORCHARD LOGISTICS VENTURE, LLC
CONTACT: KYLE DORAND
3501 JAMBORE ROAD, SUITE 230
NEWPORT BEACH, CA 92660
(949) 283-5713

CIVIL ENGINEER

HUITT-ZOLLARS, INC.
CONTACT: MANNY GONZALES
3990 CONCOURS, SUITE 330
ONTARIO, CA 91764
(909) 941-7799

SITE NOTES

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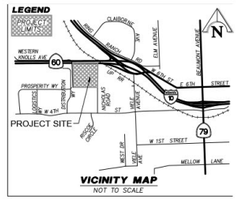

VICINITY MAP
NOT TO SCALE

PRELIMINARY EARTHWORK VOLUMES		
	CUT (CY)	FILL (CY)
RAW VOLUMES:	96,208	69,516
(-) Shrinkage(8%):	7,697	--
(+) Subsidence (0.1):	--	4,986
Subtotal:	88,512	74,502
Overexcavation Row:	114,074	114,074
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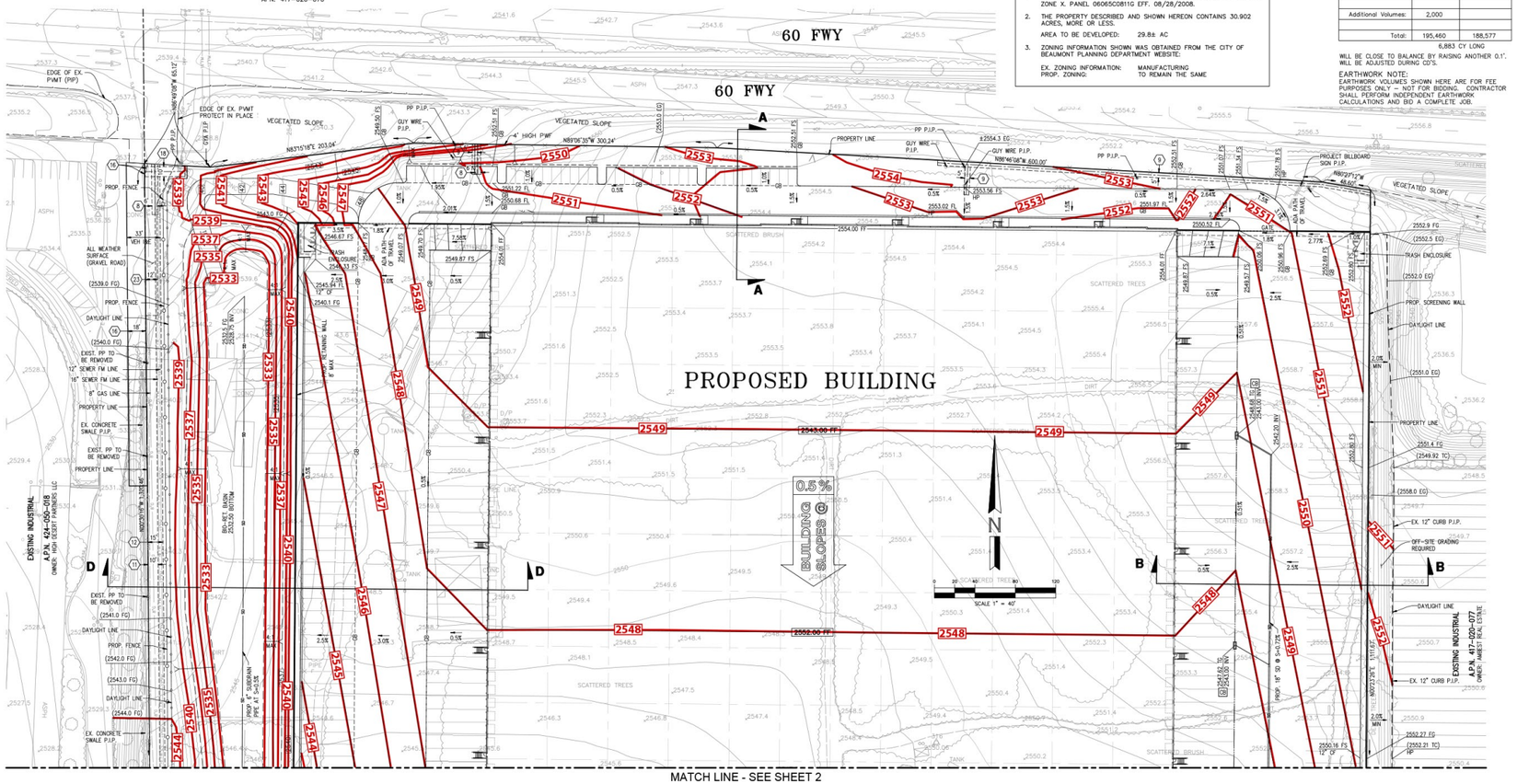
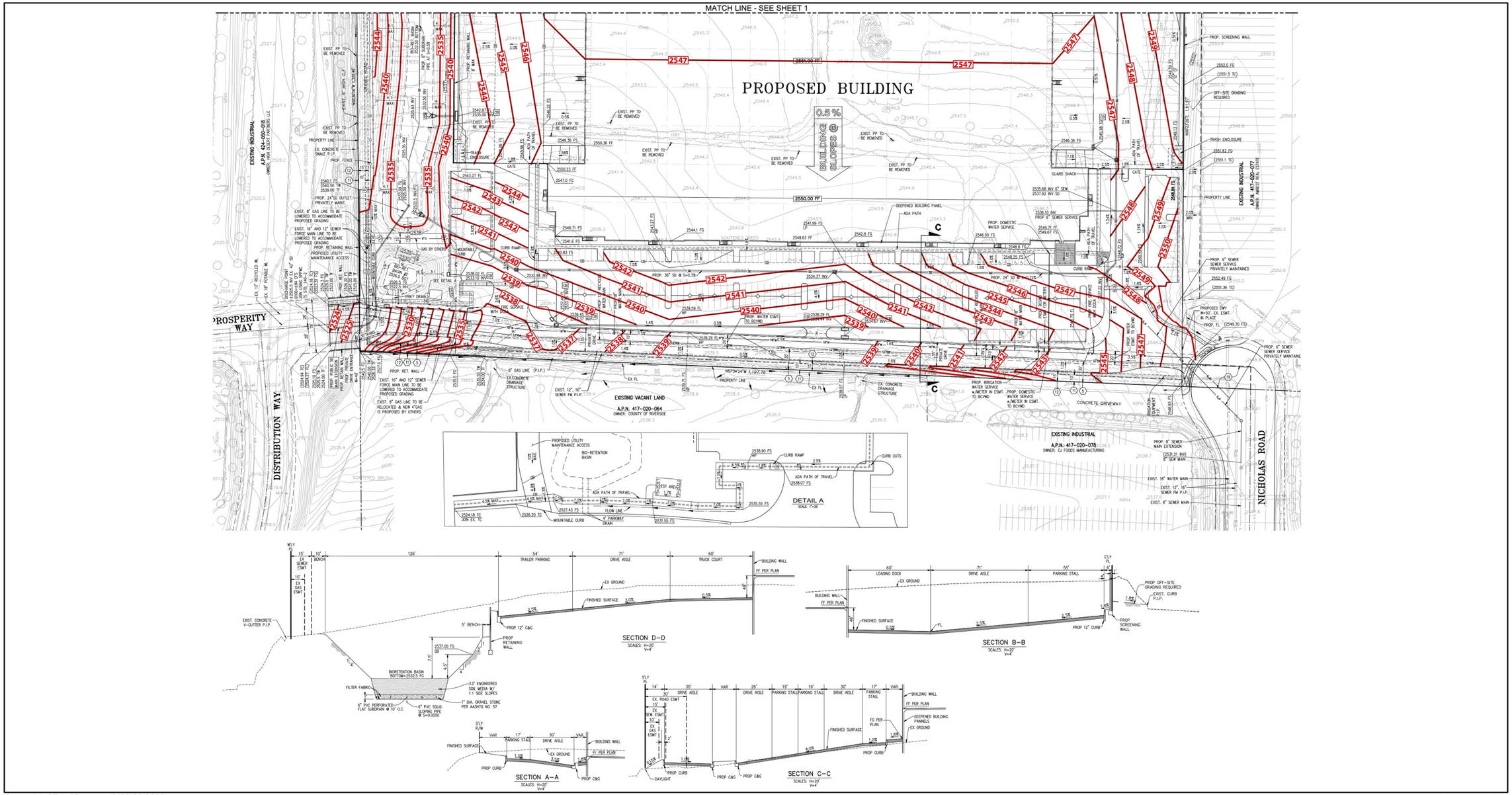


Source(s): City of Beaumont (09-02-2022)

Figure 3-12

Not to Scale

Conceptual Grading Plan (North)



Source(s): City of Beaumont (09-02-2022)

Figure 3-13

Not to Scale

Conceptual Grading Plan (South)

3.6.2 Operational Characteristics

A. Operations

At the time this EIR was prepared, the future occupant(s) of the Project's building was unknown. Thus, for purposes of evaluation in this EIR, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Based on typical building user characteristics, it is reasonably assumed that up to 10% of the building space could be used for cold storage.

The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be non-diesel powered per contemporary industry standards. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

B. Estimated Traffic Generation and Energy Demand

The Project's traffic generation was calculated in the Traffic Impact Analysis (see *Technical Appendix L1* in this Draft EIR). Traffic generation is used for the purpose of analyzing impacts related to air quality, greenhouse gas emissions, energy, and noise. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation for the Project was conservatively developed using rates from the ITE Trip Generation Manual (11th Edition) for 549,000 sf of High-Cube Fulfilment Center Warehouse and 61,000 sf of High-Cube Cold Storage Warehouse. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (PCE) factors were applied to the trip generation for heavy trucks. PCEs allow the typical "real-world" mix of vehicle types to be represented by a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analysis. The proposed Project is anticipated to generate a total of 1,692 PCE trip-ends per day, 92 PCE AM peak hour trips and 116 PCE PM peak hour trips. The proposed Project is anticipated to generate a total of 1,304 actual vehicle trip-ends per day with 73 AM peak hour trips and 97 PM peak hour trips.

Based on calculations from the Project's energy analysis (Section 4.4 of this EIR), the Project's energy use is estimated at approximately 3,860,764 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 12,095,732 Thousand-British Thermal Units per year (kBTU/yr).

3.7 SUMMARY OF REQUESTED ACTIONS

The City of Beaumont has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines Section 15050. The City's Planning Commission is the decision-making authority for the Project (Plot Plan with an EIR) and will consider the Project along with the Planning staff's recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City will consider the information contained in this EIR and the Project's Administrative Record in its decision-making processes. In the event of approval of the Project and certification of the EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of the actions under City of Beaumont jurisdiction is provided in Table 3-3, *Project-Related Approvals/Permits*. Additional discretionary and/or administrative actions may be necessary from other government agencies to fully implement the Project. Table 3-3, *Project-Related Approvals/Permits*, lists the government agencies that are expected to use the Project's EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

Table 3-3 Project-Related Approvals/Permits

Public Agency	Approvals and Decisions
City of Beaumont	
Proposed Project – City of Beaumont Discretionary Approvals	
Planning Commission	• Certify the Project's EIR and adopt the Mitigation Monitoring and Reporting Program and Findings and Statement of Overriding Considerations. • Approval or Adoption of Plot Plan and Parking Variance
Subsequent City of Beaumont Discretionary and Ministerial Approvals	
City of Beaumont Subsequent Implementing Approvals	• Approve Landscaping/Irrigation Plan • Issue Grading Permits • Issue Building Permits • Approve Road Improvement Plans • Issue Encroachment Permits • Approve Infrastructure Plans • Approve public right-of-way dedications • Approve Water Quality Management Plan • Approve connections to the municipal sewer system • Payment of MSHCP Local Development Mitigation Fees
Responsible Agencies – Approvals and Permits	
Beaumont-Cherry Valley Water District (BCVWD)	• Approvals for construction of water infrastructure and connection to water distribution system.
Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit.

Public Agency	Approvals and Decisions
	• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
Riverside County Flood Control and Water Conservation District	• Approval of master plan of drainage infrastructure
Southern California Gas Company and Southern California Edison	• Issuance of approvals necessary for the installation of new SoCalGas and SCE facilities/connections to service the Project.
South Coast Air Quality Management District	• Issuance of permits that allow for the construction and operation of the Project.
Trustee Agencies – Approvals and Permits	
Native American Heritage Commission	• Ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items and administering the California Native American Graves Protection and Repatriation Act.

4.0 Environmental Analysis

4.0.1 Summary of EIR Scope

In accordance with CEQA Guidelines §§15126–15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively considerable impacts that could occur from planning, constructing, and operating the proposed Project.

In compliance with the procedural requirements of CEQA, the City of Beaumont prepared a Notice of Preparation and Initial Study (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR that was issued on July 20, 2022. The NOP public comment periods began July 20, 2022 and ended on August 18, 2022. Public comment on the scope of this EIR consisted of written comments received by the City of Beaumont in response to the NOP (see Table 2-2 of this Draft EIR); the City received one comment from members of the public at the EIR scoping meeting held on August 3, 2022. Taking all known information and public comments into consideration, this Draft EIR evaluates thirteen (13) environmental subject areas identified in CEQA Guidelines Appendix G in this Section 4.0, as listed below. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Agriculture and Forestry Resources
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural Resources
4.5 Energy
4.6 Geology and Soils
4.7 Greenhouse Gas Emissions
4.8 Hazards and Hazardous Materials
4.9 Hydrology and Water Quality
4.10 Noise
4.11 Transportation
4.12 Tribal Cultural Resources
4.13 Wildfire

4.0.2 Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under seven major headings:

- Existing Conditions
- NOP/Scoping Comments
- Regulatory Framework
- Basis for Determining Significance
- Impact Analysis
- Cumulative Impact Analysis
- Significance of Impacts Before Mitigation
- Mitigation

- Significance of Impacts After Mitigation

In addition, Section 1.0, *Executive Summary*, summarizes all impacts by environmental issue.

4.0.3 Terminology Used in This EIR

The level of significance is identified for each impact in this EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the physical environment.

- **Less than significant.** The project would not cause any substantial, adverse change in the physical environment.

- **Significant impact.** A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- **Less than significant with mitigation incorporated.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).

- **Significant and unavoidable.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

4.0.4 Scope of Cumulative Effects Analysis

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as "...two or more individual effects

which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

> *A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.*
>
> *B. A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.*

The cumulative impact analysis in this EIR uses both Method A and Method B. Method B uses projections in the long-range planning documents–such as Beaumont's General Plan, Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan (AQMP). This information was supplemented with a list of related projects (Method A), described in detail below.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative air quality and greenhouse gas emission impacts are based on the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert regions of Los Angeles, Riverside, and San Bernardino counties, in addition to the City of Beaumont. The approach and cumulative development area for each respective topical section is further discussed below. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, transportation) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Agriculture and Forestry Resources.** This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City and its sphere of influence (SOI).

- **Air Quality**. With exception of the issue of odors, which includes the Project site and surrounding area, the cumulative study area for air quality includes the City of Beaumont and the SCAB.

- **Biological Resources.** The cumulative impact analysis for biological resources considers development of the Project in conjunction with other development projects in the vicinity of the Project area. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County Multiple Species Habitat

Conservation Plan (MSHCP), which is the prevailing habitat conservation plan applicable to the region.

- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. This cumulative impact analysis considers development of the Project in conjunction with other development projects in the vicinity of the Project site.

- **Energy.** Energy impacts are based on the service areas of Southern California Edison and SoCalGas and transportation fuel consumption.

- **Geological Resources.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts. However, the cumulative analysis considers the Project in conjunction with other development projects in the vicinity of the Project site.

- **Greenhouse Gas (GHG) Emissions.** Potential GHG emission impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on the regional boundaries.

- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to the storage, handling, and use of hazardous substances. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts. However, the cumulative analysis considers the Project site and nearby related projects.

- **Hydrology and Water Quality.** The cumulative impact analysis for hydrology and water quality analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin.

- **Noise.** Cumulative traffic noise is assessed relative to applicable City's noise-level standards, and considers development of the Project in conjunction with other development projects in the vicinity of the Project site. The study area is aligned with the traffic study area (see Table 4.0-2).

- **Transportation.** The cumulative analysis considers development of the Project in conjunction with other development projects in the County of Riverside and is based on the Western Riverside Council of Governments (WRCOG) SB 743 Implementation Pathway Document Package. In addition, the cumulative analysis considers consistency with SCAG's Connect SoCal and the City's General Plan.

- **Tribal Cultural Resources.** Cumulative analysis considers development of the Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the western area of Riverside County and the traditional use of the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Ramona Band of Cahuilla Indians, Cabazon Band of Mission Indians, Soboba Band of Mission Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, and Augustine Band of Cahuilla Mission Indians.

- **Wildfire.** The cumulative impact analysis considers potential wildfire impacts of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects within the City of Beaumont.

4.0.5 Related Projects

As stated, the cumulative analysis used both a projections approach or list of related projects. The list of related projects was prepared based the Project's Traffic Impact Analysis1[1] (*Technical Appendix L1*) and uses data from the cities of Jurupa Valley and Banning. The Traffic Impact Analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. Accordingly, the Traffic Impact Analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic. A total of 34 related projects were identified in the study area for the traffic study, shown on Table 4.0-1, *Cumulative Development Land Use Summary*, and Figure 4.0-1, *Cumulative Development Location Map*.

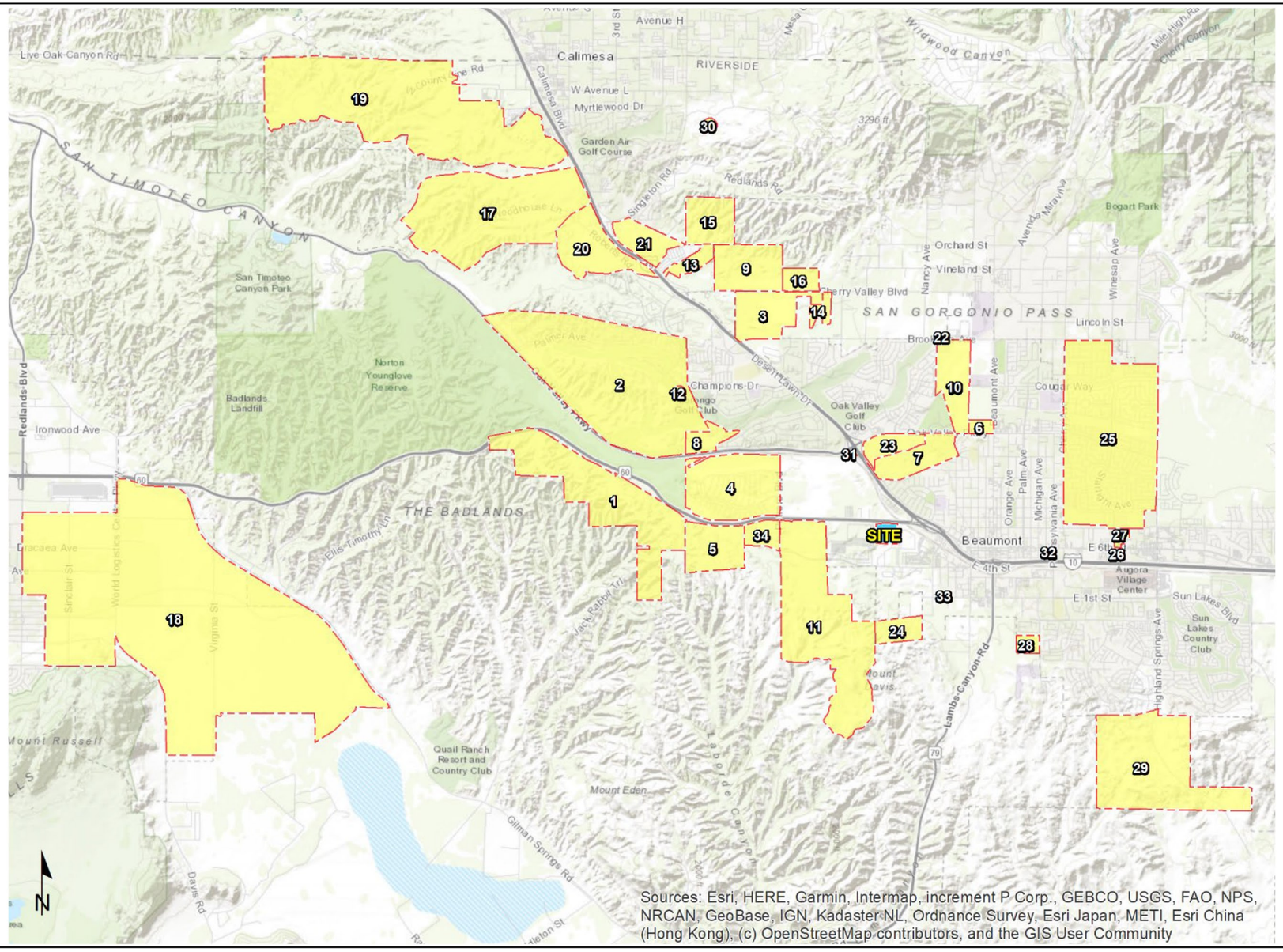
[1] The City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects and the traffic analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. However, CEQA Guidelines Section 15064.3, effective January 1, 2019, "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay (or LOS) shall not constitute a significant environmental impact" (CEQA Guidelines Section 15064.3(a)). Accordingly, the traffic analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic.

Table 4.0-1 Cumulative Development Land Use Summary

#	Project	Land Use	Quantity[1]
1	Jack Rabbit Trail	High-Cube Fulfillment	4,500 TSF
		General Light Industrial	500.000 TSF
		Hotel	125 RM
		Restaurant/Retail	251.000 TSF
2	Fairway Canyon SCPGA	Single Family Residential	1,650 DU
3	Summit Station	Warehousing	2,557.465 TSF
4	Heartland (Olivewood)	Single Family Residential	981 DU
5	Hidden Canyon Industrial	High-Cube Warehouse	2,890.000 TSF
6	Beaumont Village	Commercial	50.810 TSF
7	Kirkwood Ranch	Single Family Residential	403 DU
8	Tournament Hills 3, TM 36307	Single Family Residential	279 DU
9	I-10 Gateway	High-Cube Warehouse	2,560.000 TSF
10	Noble Creek Vistas	Single Family Residential	648 DU
11	Legacy Highlands	High-Cube Warehouse	18,185.400 TSF
		High-Cube Cold Storage	2,020.600 TSF
		Shopping Center	143.000 TSF
12	Beyond Beaumont Commercial	Shopping Center	6.580 TSF
13	Sunset Ranch (TR 31450)	Single Family Residential	231 DU
14	TR 31966	Single Family Residential	60 DU
15	Holbert Ranch (TTM 30545)	Single Family Residential	131 DU
16	Borstein Property	Single Family Residential	209 DU
17	Summerwind Ranch	Single Family Residential	2,537 DU
		Single Family Residential – Attached	411 DU
		Parks	55.1 AC
18	World Logistics Center	High Cube Warehouse	21,450.000 TSF
19	Mesa Verde	Single Family Residential	359 DU
		Multifamily Residential	1,720 DU
		Senior Housing - Detached	239 DU
		Senior Housing - Attached	1,086 DU
		Elementary School	1,200 STU
		Shopping Center	250.000 TSF
		High-Cube Warehouse	4,000.000 TSF
20	Oak Valley Town Center	High-Cube Warehouse	2,250.000 TSF
		Truck/trailer Parking Lot	10.07 AC
		Commercial Retail	751.800 TSF
21	Oak Valley North Specific Plan	High-Cube Warehouse	1,319.606 TSF
		High-Cube Cold Storage	232.900 TSF
		Multifamily Residential	126 DU
22	CUP 03629	Mini-Warehouse	90.000 TSF
23	Oak Valley Village (Mountain Bridge)	Commercial Retail	441.709 TSF
24	Taurek (Tract no. 31162)	Single Family Residential	244 DU
25	Sundance (Remaining)	Senior Housing – Detached	704 DU
26	Tuscany Townhomes	Multifamily Residential	188 DU
27	Beaumont Commons	Single Family Residential	120 DU

#	Project	Land Use	Quantity[1]
	American Villas	Single Family Residential	36 DU
	8th Street Condos	Multifamily Residential	16 DU
	Pennsylvania Avenue Apartments	Multifamily Residential	8 DU
28	Pacific Scene (Tract No. 32850)	Single Family Residential	95 DU
29	Potrero Creek Estates	Single Family Residential	700 DU
30	JP Ranch	Single Family Residential	689 DU
		Shopping Center	72.700 SF
31	Beaumont Landing	Gas Station	18 VFP
		Fast-Food w/ Drive-Thru	4.000 TSF
32	Beyond Beaumont	Gas Station	20 VFP
33	McClure Machine Shop	General Light Industrial	16.823 TSF
34	Potrero Logistics	High-Cube Warehouse	577.920 TSF

[1] AC = Acres; DU = Dwelling Units; RM = Rooms; TSF = Thousand Square Feet; VFP = Vehicle Fueling



Source(s):Urban Crossroads (09-07-2022)

Figure 4.0-1

Not to Scale

Cumulative Development Location Map

4.1 AGRICULTURE AND FORESTRY RESOURCES

The following analysis in this Subsection is based primarily on information obtained from the California Department of Conservation (CDC) Farmland Mapping & Monitoring Program (FMMP), (DOC, 2018), the City of Beaumont General Plan (City of Beaumont, 2020a), the City of Beaumont General Plan EIR (City of Beaumont, 2020b), and the "Dowling Ranch, Beaumont – LESA Analysis" dated October 20, 2022 (*Technical Appendix B* of this EIR). Refer to Section 7.0, *References*, for a complete list of reference sources used in the analysis presented in this subsection.

4.1.1 EXISTING CONDITIONS

Under existing conditions, the Project site is developed with the former Dowling Fruit Orchard with an abandoned produce store and sheds on the northwestern corner of the site. Various types of fruit trees that are no longer cultivated or irrigated are present on the undeveloped portion of the Project site as well as disturbed plowed fallow land between plantings. Dowling Fruit Orchard is now closed.

A. Agricultural Resources

1. Regional Agricultural Setting

According to the Riverside County Agricultural Commissioner's Office, in a document entitled, "Riverside County Agricultural Production Report 2018" the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and table grapes (RCACO, 2018, p. 2). In 2018, the total gross value of agricultural production in Riverside County was approximately $1.30 billion, which represents a 6.3% increase from 2017 when total values slightly exceeded $1.22 billion. In terms of dollar value, agriculture is reported as the largest industry in Riverside County. (RCACO, 2018, p. 1)

The Department of Conservation reports that agricultural lands face continuing pressure from urbanization and rising production costs. The DOC's "California Farmland Conversion Report, 2014-2016" summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the DOC), and states that Riverside County as a whole experienced a net loss of 2,761 acres of "Important Farmland" between 2014 and 2016, representing a decline of 0.9% (DOC, 2016, Table A-25). "Important Farmlands" include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance. From 2010 to 2012, the DOC reported a net loss of 2,761 acres of "Important Farmland" within Riverside County as a whole, which represented a decline of 0.6% (DOC, 2015, Table A-25).

As identified in the City of Beaumont General Plan, approximately 9,000 acres within the General Plan Area is vacant and undeveloped. Much of the vacant land in the Beaumont Planning Area is suitable for agricultural use. However, development of the area severely constrains the viability of agriculture as a continued or permanent use. (City of Beaumont, 2020a, p. 49) The City of Beaumont, including the Project site, experiences a high degree of wind, which can result in the blowing of sand and dust and soil erosion. These factors present a challenge to agricultural use, as when agricultural land is

exposed down to bare soil requiring plowing or grading operations which can expose soils and create wind erosion hazards. (City of Beaumont, 2020a, p. 65)

2. Project Site Agriculture Productivity Potential

A property's agricultural productivity potential is primarily determined by the quality of the site's soils. High-quality, productive soils have a higher likelihood to correspond with an important agricultural resource than low-quality soils. The Project site's soil types, and their respective agricultural productivity rankings, are discussed below.

❑ On-Site Soils

Figure 4.1-1, *Soils Map*, illustrates the distribution of soils across the Project area. The mapping symbols shown on Figure 4.1-1 correspond to the United States Department of Agriculture (USDA) soil series classifications. The Project site consists of four (4) soil map units including: Placentia fine sandy loam (P|D), Ramona sandy loam (2 to 5 percent slopes) (RaB2), Ramona sandy loam (0 to 5 percent slopes) (RaB3), and Terrace escarpments (TeG).

❑ Storie Index

The Storie Index is a rating system that determines the value of farmland by evaluating the soil type on a given property. The Storie Index rating system ranks each soil according to four general factors: (1) the characteristics of the soil profile and its depth; (2) the texture of the surface soil; (3) the slope of the land on which the soil is located; and (4) other factors, including drainage, salt content, erosion, and alkali. A score ranging from 0 to 100 percent is determined for each factor, and the scores are then multiplied together to derive an index rating. Soils are graded according to their index on a scale of 1 through 6, as follows: (UC Berkeley, 1978).

- Grade 1 (excellent) rate between 80 and 100 percent and have few or no limitations that restrict their use for crops.
- Grade 2 (good) rate between 60 and 79 percent and have few special management needs and are suitable for most crops, but they have minor limitations that narrow the choice of crops.
- Grade 3 (fair) soils rate between 40 and 59 percent and are suited to a few crops or to special crops and require special management.
- Grade 4 (poor) soils rate between 20 and 39 percent and are severely limited for crops, and if used, it requires careful management.
- Grade 5 (very poor) soils rate between 10 and 19 percent and generally are not suited to cultivated crops but can be used for pasture and range.

- Grade 6 (nonagricultural) consists of soils and land types that rate less than 10 percent and generally are not suited to farming (UC Berkeley, 1978).

The Storie Index rating for the Project site's soil types is presented in Table 4.1-1, *Project Area Soils Summary*.

❑ Land Capability Classification

Similar to the Storie Index, the Land Capability Classification (LCC) is used to determine the soil's suitability for crop production. The LCC includes eight classes identified as "I" through "VIII," with soils designated as "I" being the most suitable for crop production. Additionally, the LCC includes four subclasses to identify the soil's limitation, including susceptibility to erosion (e) and limitations due to water (w), shallow/stony soils (s), or climate (c) (USDA, 2021). The LCC rating for each of the Project area's soil types is also presented on Table 4.1-1.

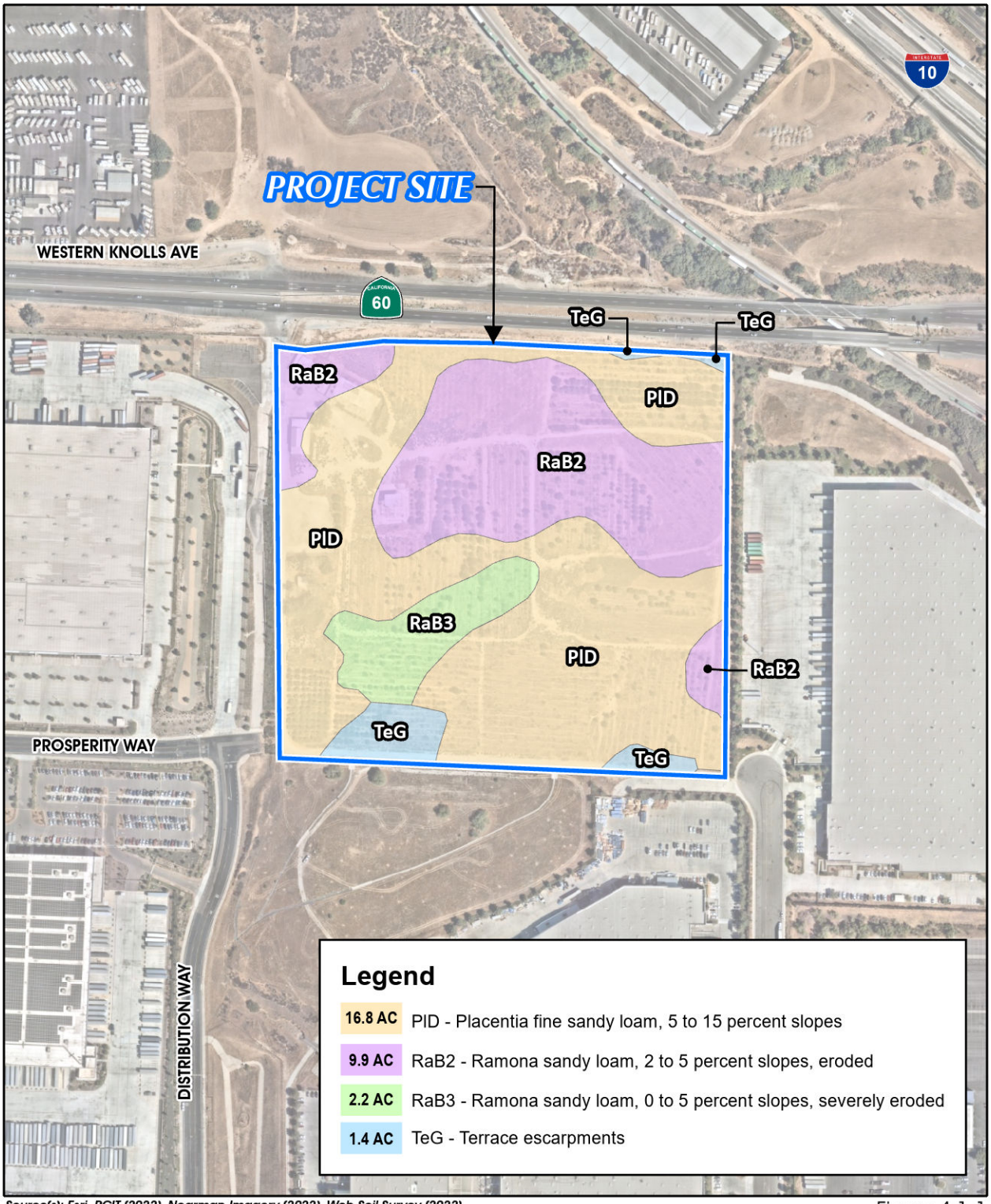
Table 4.1-1 Project Area Soils Summary

Map Symbol	Mapping Unit Name[1]	Acreage	% of Project Area	Storie Index[2]	Land Compatibility Classification[1]
P|D	Placentia fine sandy loam	16.6	55.4	79	IVe
RaB2	Ramona sandy loam (2 to 5 percent slopes)	9.9	32.9	88	IIe
RaB3	Ramona sandy loam (0 to 5 percent slopes)	2.2	7.3	90	IIIe
TeG	Terrace escarpments	1.3	4.3	N/A	VIIe

[1]Source for the Project area's mapping unit names and land compatibility classifications: (USDA, 2021)
[2]Source for the Project's soil storie indices: (UC Davis, 2021)
[3]Within the Project area, areas with EpA soil is not irrigated; therefore, the non-irrigated LCC is listed.

❑ Farmland Mapping

According to the California Department of Conservation (CDC) Important Farmland Finder Map (see Figure 4.1-2, *FMMP Farmlands Map*), the Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland". The western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land," which is land that is "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." (DOC, 2018)

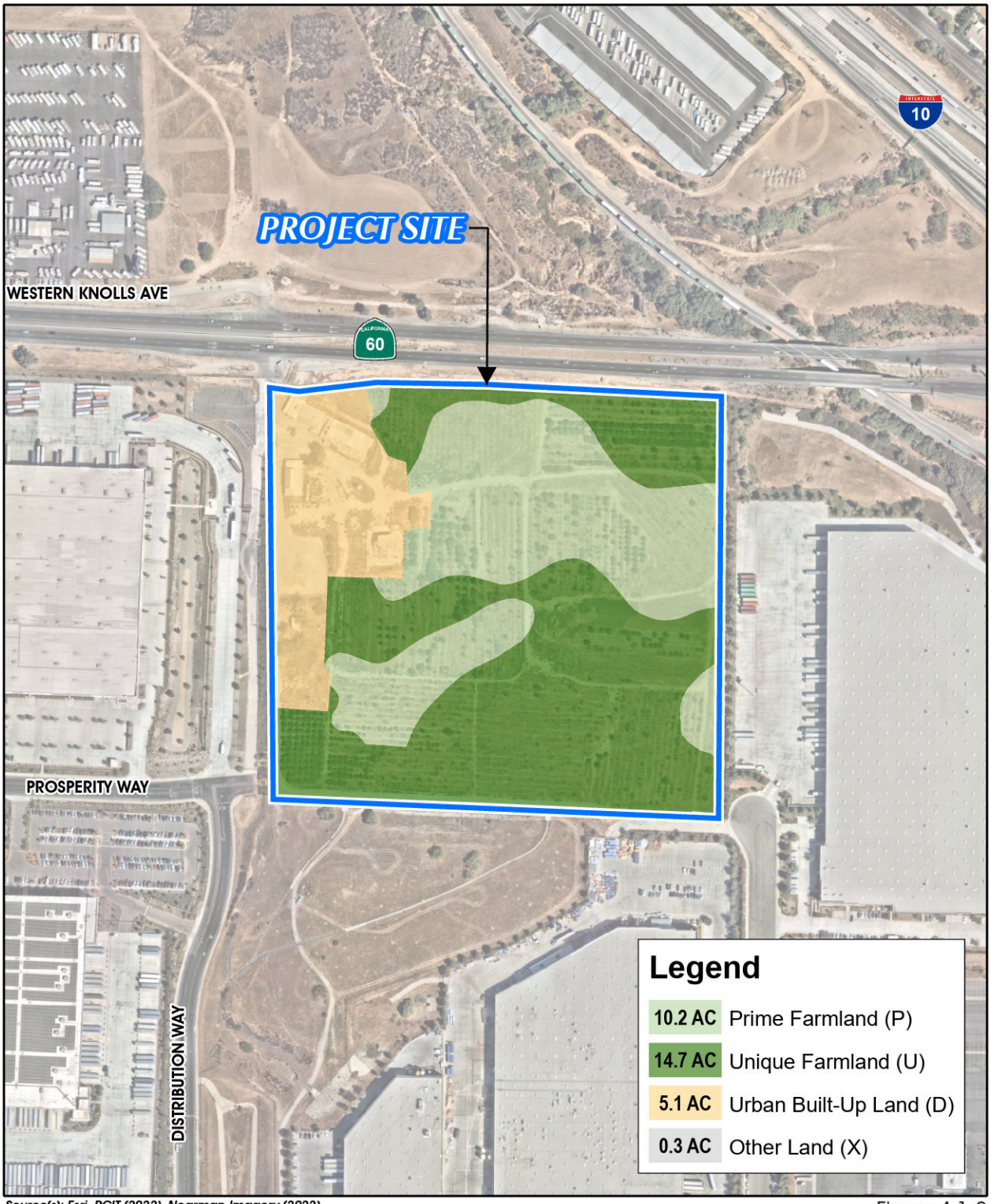


Source(s): Esri, RCIT (2022), Nearmap Imagery (2022), Web Soil Survey (2022)

Figure 4.1-1

0 100 200 400 Feet

Soils Map



Source(s): Esri, RCIT (2022), Nearmap Imagery (2022)

Figure 4.1-2

0 100 200 400 Feet

FMMP Farmlands Map

B. Forestry Resources

No forestry resources are located on the Project site or in the immediate vicinity of the Project site (Google Earth Pro, 2021). The Project site is not zoned for forestry uses. According to the City's General Plan Program EIR, there are no properties within the City that are zoned for forest land, timberland, or timberland production (City of Beaumont, 2020b). None of the on-site vegetation is associated with forest land. As such, there are no forestry resources within the Project site.

4.1.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to agricultural and forest resources.

4.1.3 Regulatory Framework

The following is a brief description of the state and local environmental laws and related regulations governing the protection of agricultural and forest resources.

A. State

1. California Land Conservation Act (CLCA)

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act (CA Gov. Code § 51200, et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to California Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA are only allowed for areas within established Agricultural Preserves. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, land uses within an Agricultural Preserve must be agricultural in nature, or other such uses that are not incompatible with agricultural uses. For lands within Agricultural Preserves, individual land owners may enter into a Contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the Contract, even if the land is sold to a new owner. In return for entering into a Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (nine years in the case of an original term of ten years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax

assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a Contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner equal to 12.5 percent of the full market value of the property in question. (DOC, 2019; CA Legislative Info, n.d.)

2. Farmland Mapping and Monitoring Program (FMMP)

The goal of the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, FMMP's objective is to provide maps and statistical data to the public, academia, and local, state, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. Government Code § 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP was also directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, FMMP provides basic data from which observations and analyses can be made in the land use planning process. (DOC, 2004, p. 3)

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted (DOC, 2004, p. 6). Provided below is a description of the various map categories established by the FMMP:

- **Prime Farmland (P)**: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **Farmland of Statewide Importance (S)**: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **Unique Farmland (U)**: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards

or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- **Farmland of Local Importance (L)**: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

- **Grazing Land (G)**: Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

- **Urban and Built-Up Land (D)**: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land (X)**: Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

As stated above, the Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland". The western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land," which is land that is "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." (DOC, 2018) FMMP Important Farmland Maps are derived from the U.S. Department of Agriculture, Natural Resources Conservation Service soil survey maps using Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production, which included physical and chemical characteristics of soils, as well as specified land use characteristics. (CDC, 2004, p. 5)

B. Local

1. City of Beaumont General Plan and General Plan EIR

The General Plan does not identify any goals and policies related to the preservation of agriculture. The General Plan EIR recognized that the General Plan does not require the preservation of designated Farmland and that the Zoning Ordinance/Zoning Map does not include zones exclusively for agriculture. The General Plan EIR found that buildout of the City could convert up to 46 acres of Farmland, which includes the Project site, and would be mitigated through the protection of Farmland via an agricultural easement, cancellation of a Notice (or Notices of Non-Renewal) or placement of a new Williamson Act contract on property at another location in California.

2. City of Beaumont Municipal Code

The current Zoning Classification for the Project site is Manufacturing. Produce stands are permitted under in Manufacturing zones, and other agricultural uses are conditionally permitted. The City of Beaumont Municipal code contains regulations pertaining to agricultural resources in the City, including:

> **Beaumont Municipal Code, Chapter 17.03, Zoning Map and Zone Districts, Section 17.03.050, Residential, Rural Zone (RR Zone)**: The Residential, Rural Zone is intended to provide for and encourage the development of agriculturally-orientated low-density residential development to take advantage of the rural environment.

4.1.4 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section II of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to agriculture and forestry resources if the Project or any Project-related component would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));

d) Result in the loss of forest land or conversion of forest land to non-forest use;

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use;

The Initial Study (*Technical Appendix A*) concluded that impacts associated with Thresholds b, c, and d would be less than significant. Further analysis of these impacts is not warranted in this EIR. Appendix G of the State CEQA Guidelines identifies that in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment (LESA) Model (1997) prepared by the California DOC as a model to use in assessing impacts on agriculture and farmland. Public Resources Code

Section 21061.2, Land Evaluation and Site Assessment, defines LESA as a decision-making methodology for assess the potential environmental impact of State and local projects on agricultural land. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California LESA Model. The California LESA Model is the methodology used by the City of Beaumont to determine whether or not important agricultural resources are present on a property.

The LESA model is a point-based approach used to rate the relative value of agricultural land resources. The California LESA model considers the following factors: land capability, Storie index soil rating system, water availability (drought and non-drought conditions), land uses within ¼ mile, and "protected resource lands" (e.g., Williamson Act lands) surrounding the property. The determination regarding the significance of the Project's potential impacts to farmland under Thresholds a and e is based on the DOC's LESA Model.

Two Land Evaluation (LE) factors are based on soil resource quality, and four Site Assessment (SA) factors provide measures of a given project's size, water resources availability, surrounding agricultural lands, and surrounding protected resources land. Each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. This score becomes the basis for making a significance determination regarding the conversion of agricultural lands to non-agricultural uses based on a set of scoring thresholds (DOC, 1997). The scoring thresholds are summarized in Table 4.1-2, *California LESA Model Scoring Thresholds*.

Table 4.1-2 California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39	Not Considered Significant
40 to 59	Considered Significant only if LE and SA subscores are greater than or equal to 20 points
60 to 79	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100	Considered Significant

Source: (DOC, 1997)

4.1.5 IMPACT ANALYSIS

Threshold a:	***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

The Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland" while the western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land".

As identified previously, to quantify a development project's potential impacts on agricultural resources, the DOC has developed the LESA Model, a method of rating the relative quality of land resources and potential impacts to agricultural resources. The LESA model is intended to provide lead agencies with a method of identifying potentially significant impacts that may result from agricultural land conversions. To ensure potential impacts to adjacent agricultural activities are appropriately considered, the LESA model requires an examination of land use on all parcels in a Zone of Influence (ZOI), which includes the entire area of all parcels (excluding the Project area) within or intersecting a one-quarter-mile buffer around the "smallest rectangle" or, in this case a square, that can fully contain the Project site. Table 4.1-1, *Project Area Soils Summary*, illustrates the ZOI for the Project site. The ZOI includes a total of 548.6 acres; none of these areas are currently producing agricultural crops. For any site evaluated using the LESA model, the factors are rated, weighed, and combined, resulting in a single numeric score that becomes the basis for determining a project's potential significance.

The Project's LESA score is summarized in Table 4.1-3, *LESA Score Sheet*. As shown in Table 4.1-3, the Project site received a LE subscore of 35.6 and a SA subscore of 19.5, which sums to a final LESA score of 55.1. Pursuant to the LESA Model scoring system, a final LESA score between 40 to 59 points corresponds to a significant impact when both the LE and SA factor scores are each equal to or greater than 20. Because the Project area received a final LESA score of 55.1, with the SA factor score less than 20, the Project's conversion of Farmland to a non-agricultural use would be less than significant.

Table 4.1-3 LESA Score Sheet

	Factor Scores	Factor Weight[1]	Weighted Factor Scores
LE Factors			
Land Compatibility Classification	62.8[2]	0.25	15.7
Storie Index	79.4[3]	0.25	19.9
	LE Subscore	*0.50*	*35.6*
SA Factors			
Project Size	30.00[4]	0.15	4.5
Water Resource Availability	100[5]	0.15	15.00
Surrounding Agricultural Land	0[6]	0.15	0
Protected Resource Land	0[7]	0.05	0
	SA Subscore	*0.50*	*19.5*
		Threshold for total LESA scores between 40-59, significant only if LE and SA subscores are greater than or equal to 20 points	
		Final LESA Score	**55.1**
		Significant?	**No**

[1] Defined by LESA Model.

[2] Approximately 16.6 acres of the site has a LCC classification of IVes, which corresponds to a LESA LCC rating of 50; approximately 9.9 acres of the site has a LCC classification of IIes, which corresponds to a LESA LCC rating of 90; and approximately 2.2 acres of the site has a LCC classification of IIIes, which corresponds to a LESA LCC rating of 70; approximately 1.3 acres of the site has a LCC classification of VIIes, which corresponds to a LESA LCC rating of 90. The weighted LCC score for the site is 62.8.

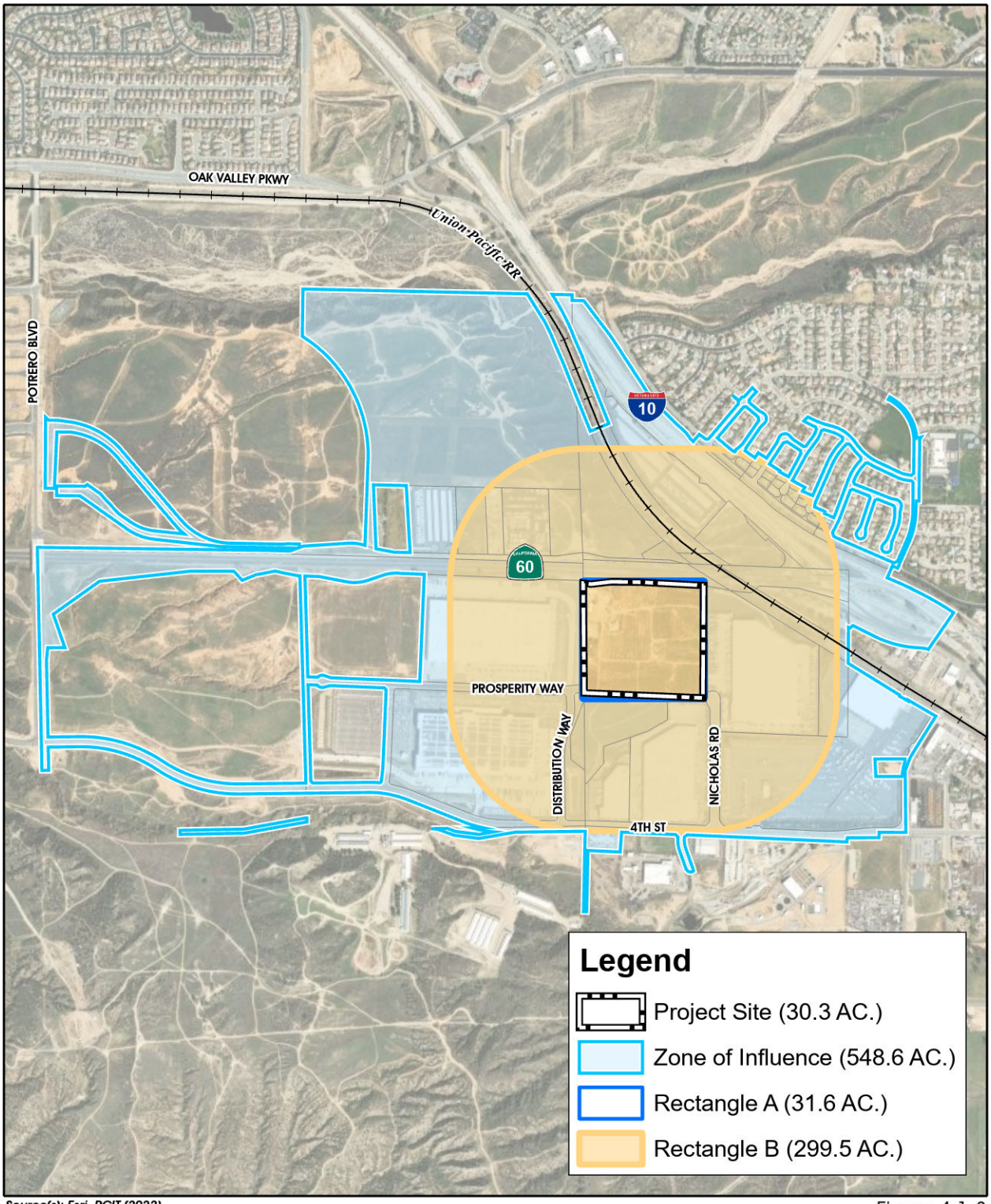
[3] Approximately 16.6 acres of the site has a Storie Index of 43.8; approximately 9.9 acres of the site has a Storie Index of 29.0; and approximately 2.2 acres of the site has a Storie Index of 6.6. The adjusted score for the site is 79.4.

[4] The site contains between fewer than 40 acres (17.9 acres) of LCC Class IV or lower soils, which corresponds to a LESA score of 0 point. The site contains approximately 10 acres of LCC Class II soils, which corresponds to a LESA score of 30 points. The site contains less than 10 acres of LCC Class III soils, which corresponds to a LESA score of 0 point.

[5] Water is available to the Project site from two on-site wells. Therefore, water is readily available to the entire property under non-drought and drought conditions. The Water Resources Availability Source for the Project site is 100.

[6] None of the site's approximately 548.6-acre Zone of Influence (ZOI) is under agricultural production, which corresponds to a LESA score of 0 points.

[7] None of the site's approximately 548.6-acre ZOI is protected agricultural land, which corresponds to a LESA score of 0 points.



Source(s): Esri, RCIT (2022)

Figure 4.1-3

0 375 750 1,500
Feet

Zone of Influence

Threshold e:	***Would the involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

As shown in Figure 4.1-3, there are no agricultural activities occurring in the area surrounding the Project site, and site adjacent areas are either designated as Urban and Built-Up Land, Other Land or Farmland of Local Importance (DOC, 2018). Site adjacent areas designated as Farmland of Local Importance include existing roadways or industrial uses that is not used for agricultural purposes (Google Earth Pro, 2021). As disclosed previously in the analysis for Threshold a, based on the results of the LESA, which takes into consideration Farmland in the ZOI, the Project would have a less than significant impact related to the conversion of Farmland to non-agricultural uses.

Additionally, there are no forestry resources located on the Project site or in the immediate vicinity of the Project site. Therefore, the Project would not involve other changes in the existing environment that would result in conversion of forest land to non-forest land.

4.1.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the Project area.

The Project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use. The LESA analysis concluded that the conversion would be less than significant. The Project site was the only active agriculture use in the City and is bordered on three sides by existing developed industrial uses (See Figure 3-3, *Aerial Photograph*). Additionally, agricultural land use designations were not established under the City's General Plan. Therefore, the Project would not contribute to the cumulative loss of farmland or conversion of farmland to a non-agricultural use. No cumulatively considerable impacts would result.

4.1.7 Significance of Impacts Before Mitigation

Threshold a: Less than Significant Impact. The Project would convert Prime Farmland and Unique Farmland as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use. The LESA analysis concluded that the conversion would be less than significant.

Threshold e: Less than Significant Impact. The Project would not result in the conversion of forest land to non-forest use, and no significant impacts would result.

4.1.8 Mitigation

Impacts would be less than significant and mitigation is not required.

4.1.9 Significance of Impacts After Mitigation

Impacts would be less than significant and mitigation is not required.

4.2 AIR QUALITY

The following analysis is based in part on information obtained from a technical report entitled, Air Quality Analysis, which was prepared by Urban Crossroads, Inc., dated March 6, 2023 and is included as *Technical Appendix C1* to this EIR (Urban Crossroads, 2023a). Additionally, Urban Crossroads prepared the Health Risk Assessment, which was prepared March 6, 2023, and is appended to this EIR as *Technical Appendix C2* (Urban Crossroads, 2023b). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.2.1 EXISTING CONDITIONS

A. South Coast Air Basin

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (South Coast AQMD). The SCAB encompasses a 6,745-square mile subregion of the South Coast AQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

B. Climate and Meteorology

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los

Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

1. Project Location and Climate

The City of Beaumont, including the City's Sphere of Influence (SOI) lies within the SCAB, which is under the jurisdiction of the South Coast AQMD. The specific terrain and geographical location determine climate within the SCAB. The City of Beaumont lies within the terrain south of the San Gorgonio Mountains and San Bernardino Mountains and northwest of the San Jacinto Mountains.

The City of Beaumont has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation cities, such as Riverside, Hemet, Perris, San Jacinto, and the Coachella Valley. The annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April.

The distinctive climate of the Project area and the SCAB itself is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Approximately 5 to 10 times a year the Project vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

C. Criteria Pollutants and Associated Health Effect

Criteria pollutants are pollutants that are regulated by federal and state laws through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below:

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest in the winter during the morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. CO is emitted directly from internal combustion engines; therefore, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain

with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Therefore, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk to the effects of CO include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic oxygen deficiency.

- **Sulfur Dioxide (SO_2)** is a colorless gas or liquid. SO_2 enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_X). SO_2 is a respiratory irritant to people afflicted with asthma. After acute exposure to SO_2, asthma sufferers can experience breathing difficulties, including airway constriction and reduction in breathing capacity. Although healthy individuals do not exhibit similar acute breathing difficulties even after exposure to higher concentrations to SO_2, animal studies suggest that very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

- **Nitrogen Oxides (NO_X)** consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere, and reduced visibility. Of the nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitoring stations. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels higher than ambient levels in Southern California. Short-term exposure to NO_2 can result in resistance to air flow and airway contraction in healthy subjects. Exposure to NO_2 can result in decreases in lung functions in individuals with asthma or chronic obstructive pulmonary diseases (e.g., chronic bronchitis, emphysema), as these individuals are more susceptible to the effects of NO_X than healthy individuals.

- **Ozone (O_3)** is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, warm temperatures, and light wind conditions are favorable to the formation of this pollutant. Short-term exposure (lasting for a

few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for ozone effects. An increased risk for asthma has been found in children who participate in multiple sports and reside in communities with high ozone levels.

- **Particulate Matter less than 10 microns (PM_{10})** is an air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. PM_{10} also causes reduced visibility. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to enter the lungs where they may be deposited, resulting in the adverse health effects discussed below for $PM_{2.5}$.

- **Particulate Matter less than 2.5 microns ($PM_{2.5}$)** is a similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). The chemical composition of fine particles is highly dependent on location, time of year, and weather conditions. Elevated ambient concentrations of fine particulate matter (PM_{10} and $PM_{2.5}$) have been correlated with an increase in respiratory infections, number, and severity of asthma attacks, and increased hospital admissions. Some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children, appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

- **Volatile Organic Compounds (VOCs)** and **Reactive Organic Gasses (ROGs)** are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate) that exist in the ambient air. Both VOCs and ROGs are precursors to ozone and contribute to the formation of smog through atmospheric photochemical reactions. VOCs and ROGs have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, including such common VOCs as gasoline, alcohol, and the solvents used in paints. Breathing VOCs can irritate the eye, nose, and throat, which can cause difficulty breathing. In addition, studies have shown that some VOCs can cause damage to the central nervous system.

- **Lead (Pb)** is a heavy metal that is highly persistent in the environment. Historically, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. Currently, emissions of lead are largely limited to stationary sources such as lead smelters, battery manufacturers, and waste incinerators. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient in children. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure.

D. Existing Air Quality

Existing air quality is measured at established South Coast AQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.2-1, *Ambient Air Quality Standards*.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. At the time of the Air Quality Impact Analysis (AQIA) was performed for this Project, the most recent state and federal standards were updated by the California Air Resources Board (CARB) on May 4, 2016 and are presented in Table 4.2-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO, SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ are not exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the South Coast AQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area.

Table 4.2-1 Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	---	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		---		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	---	---	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/ m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/ m^3)	---	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/ m^3)		9 ppm (10 mg/ m^3)	---	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/ m^3)		---	---	
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/ m^3)	Gas Phase Chemiluminescence	110 ppb (188 µg/ m^3)	---	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/ m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm (665 µg/ m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/ m^3)	---	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	---		---	0.5 ppm (1300 µg/ m^3)	
	24 Hour	0.04 ppm (105 µg/ m^3)		0.14 ppm (for certain areas)	---	
	Annual Arithmetic Mean	---		0.030 ppm (for certain areas)	---	

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Lead	30 Day Average	1.5 µg/ m^3	Atomic Absorption	---		High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/ m^3 (for certain areas)	Same as Primary Standard	
	Rolling 3-Month Average	---		0.15 1.5 µg/ m^3		
Visibility Reducing Particles	8 Hour	See Footnote 14 in *Technical Appendix C1*.	Beta Attenuation and Transmittance through filter tape	No National Standards		
Sulfates	24 Hour	25 µg/ m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/ m^3)	Ultraviolet Fluorescence			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/ m^3)	Gas Chromatography			

See footnotes in Table 2-3, *Technical Appendix C1*.
Source: (Urban Crossroads, 2023a, Table 2-3)

E. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O_3, particulate matter (PM_{10} and $PM_{2.5}$), NO_2, and SO_2 which are known as criteria pollutants. The South Coast AQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On February 21, 2019, CARB posted the 2018 amendments to the state and national area designations. The attainment status for criteria pollutants within the SCAB is summarized in Table 4.2-2, *Attainment Status of Criteria Pollutants in the South Coast Air* Basin.

Table 4.2-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/ Attainment
NO_2	Attainment	Unclassifiable/ Attainment
SO_2	Unclassifiable/ Attainment	Unclassifiable/ Attainment
Pb	Attainment	Unclassifiable/ Attainment

"—" The national 1-hour O_3 standard was revoked effective June 15, 2005.
Source: (Urban Crossroads, 2023a, Table 2-4)

F. Air Quality History and Trends

1. Criteria Pollutants

In 1976, California adopted the Lewis Air Quality Management Act which created South Coast AQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which South Coast AQMD consists is known as the SCAB. South Coast AQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

South Coast AQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

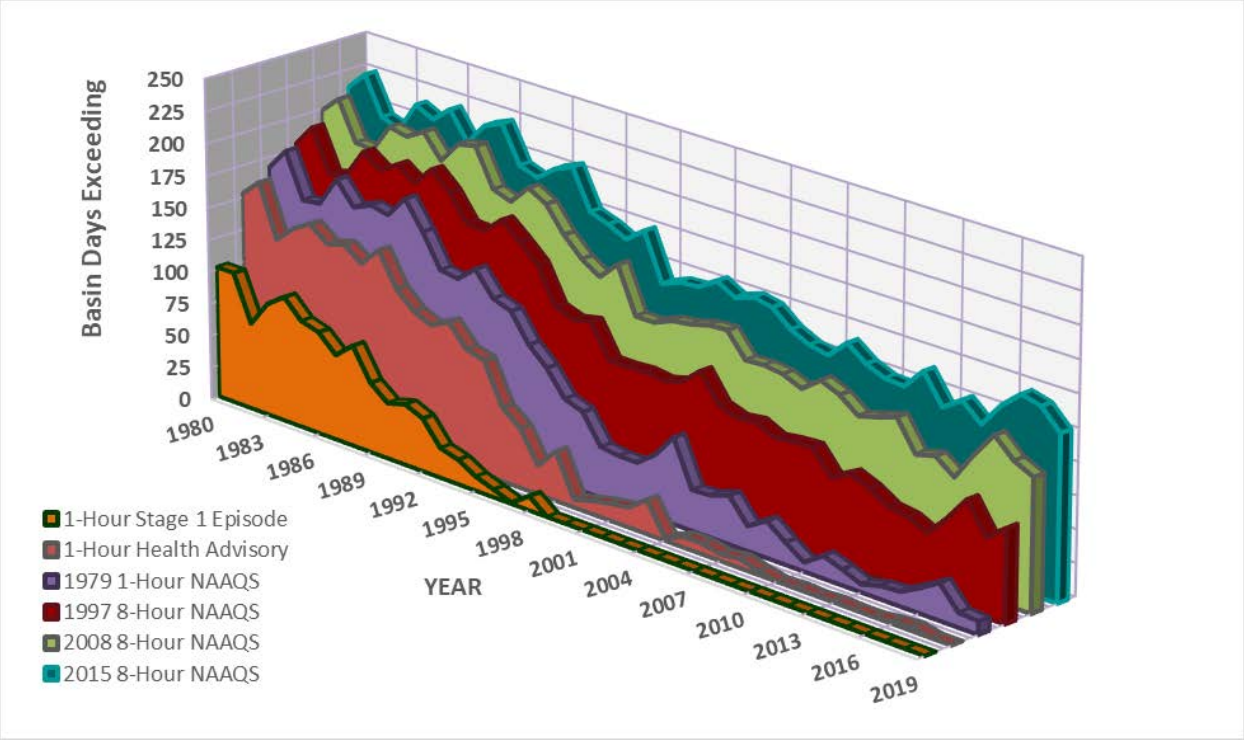
The South Coast AQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. South Coast AQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs." The continued improvement has been further demonstrated in the subsequent update of the AQMP in 2016.

Emissions of O_3, NO_X, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2031. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_X and VOC levels are decreasing because of the mandated controls on motor vehicles

and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O_3 contour maps show that the number of days exceeding the 8-hour NAAQS has decreased between 1980 and 2019. In the 2019 period, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown in Exhibit 4.2-1, *South Coast Air Basin Ozone Trend*, O_3 levels have increased in the past two years due to higher temperatures and stagnant weather conditions. Notwithstanding, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70's.

The overall trends of PM_{10} and $PM_{2.5}$ levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the SCAB and direct emissions of $PM_{2.5}$ have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions.

Exhibit 4.2-1: South Coast Air Basin Ozone Trend

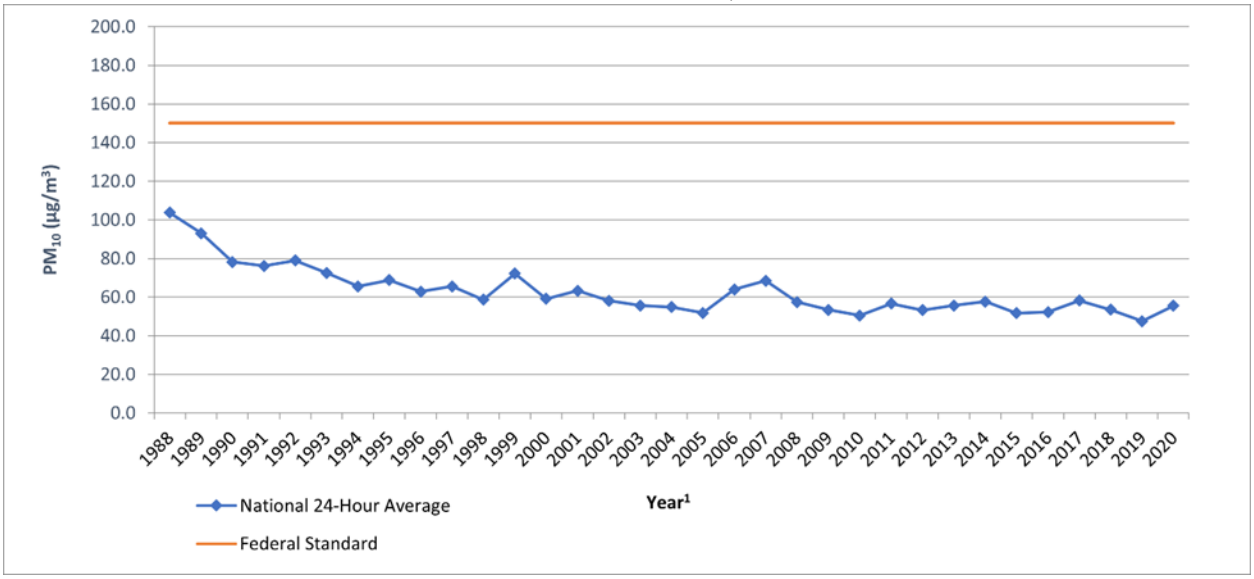


Source: (Urban Crossroads, 2023a, Table 2-5)

As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Exhibit 4.2-2, *South Coast Air Basin Average 24-Hour Concentration PM_{10} Trend (based on Federal Standard) and Exhibit 4.2-3, South Coast Air Annual Average Concentration Basin PM_{10} Trend (based on State Standard).* During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 48%, from 103.7 microgram per cubic meter

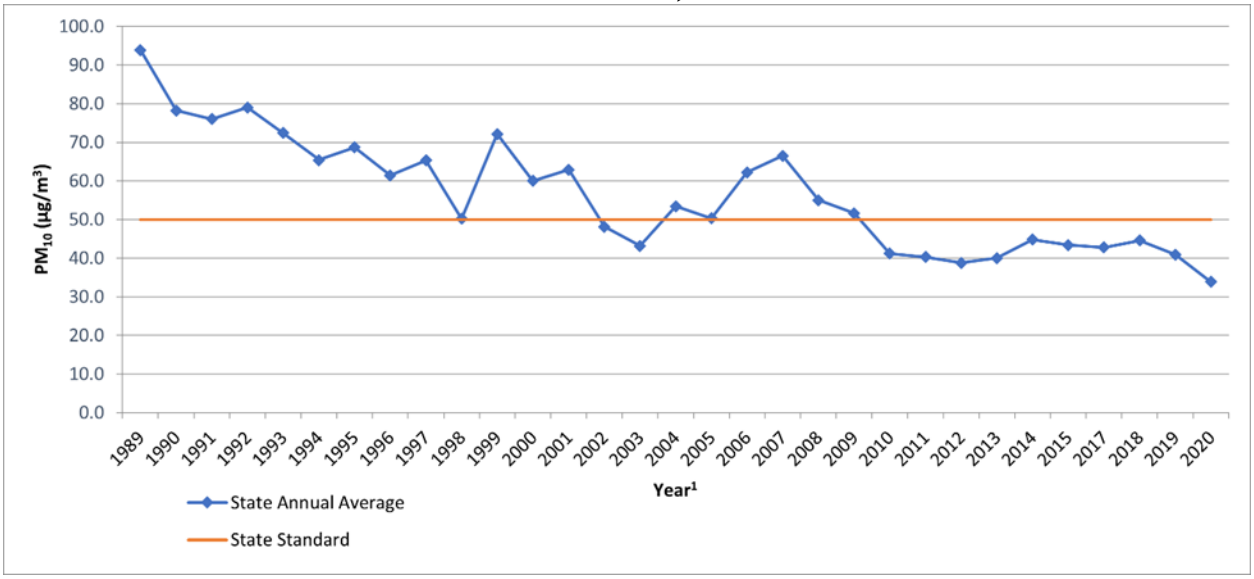
(µg/m³) in 1988 to 55.5 µg/m³ in 2020. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 64%, from 93.9 µg/m³ in 1989 to 33.9 µg/m³ in 2020. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop.

Exhbit 4.2-2: South Coast Air Basin Average 24-Hour Concentration PM_{10} Trend (based on Federal Standard)



[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
Source: (Urban Crossroads, 2023a, Table 2-6)

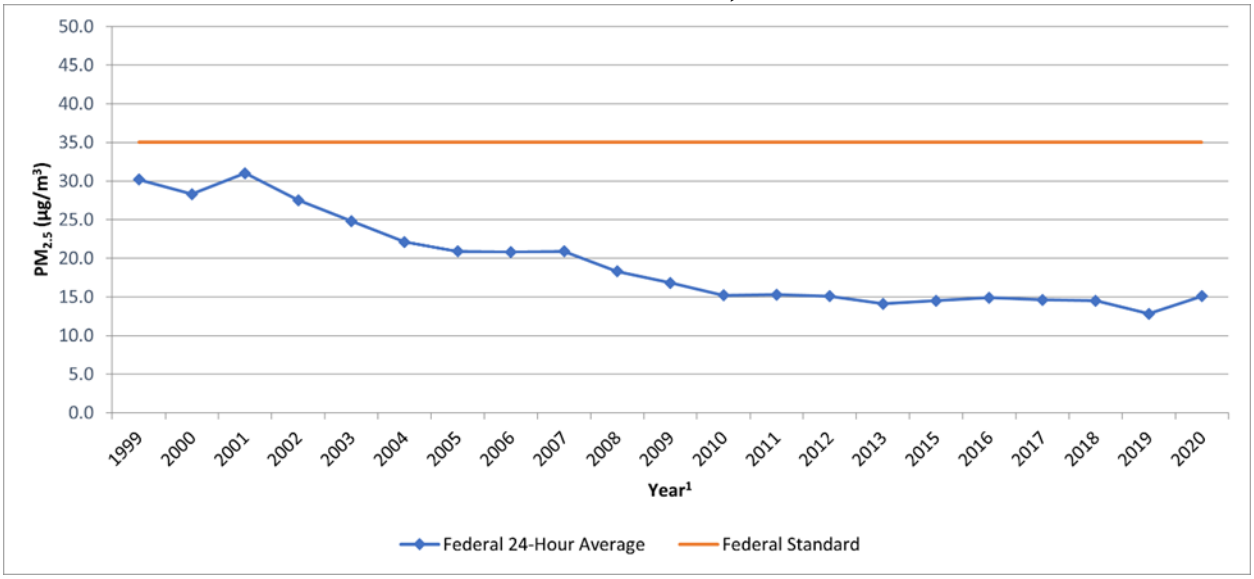
Exhbit 4.2-3: South Coast Air Basin Annual Average Concentration PM_{10} Trend (based on State Standard)



[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
Source: (Urban Crossroads, 2023a, Table 2-7)

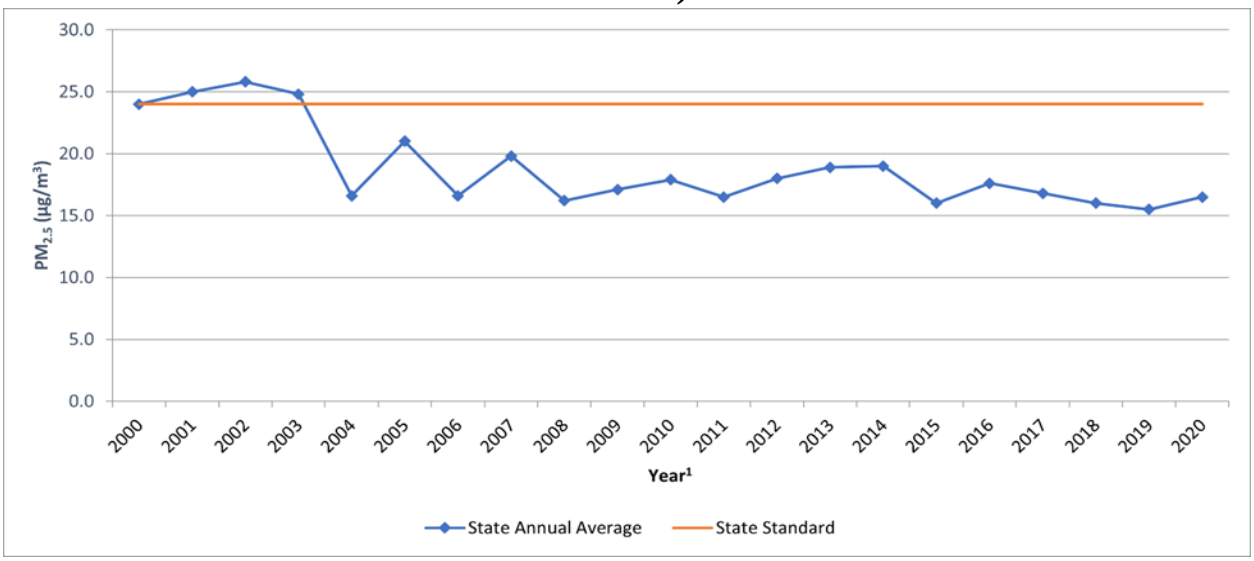
Exhibit 4.2-4, *South Coast Air Basin 24-Hour Average Concentration $PM_{2.5}$ Trend (based on Federal Standard)*, and Exhibit 4.2-5, *South Coast Air Basin Annual Average Concentration $PM_{2.5}$ Trend (based on State Standard)* show the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2020. Overall, the national and state annual average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal $PM_{2.5}$ standards.

Exhibit 4.2-4: South Coast Air Basin 24-Hour Average Concentration $PM_{2.5}$ Trend (based on Federal Standard)



[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
Source: (Urban Crossroads, 2023a, Table 2-8)

Exhibit 4.2-5: South Coast Air Basin Annual Average Concentration $PM_{2.5}$ Trend (based on State Standard)

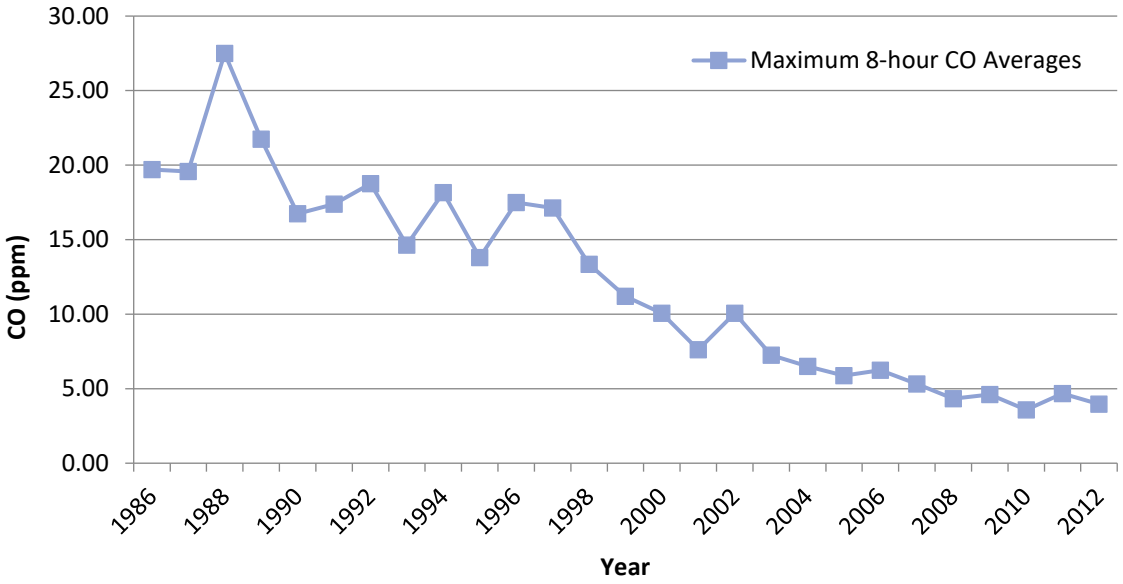


[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
Source: (Urban Crossroads, 2023a, Table 2-9)

The most recent CO concentrations in the SCAB are shown in Exhibit 4.2-6, *South Coast Air Basin 8-Hour Concentration Carbon Monoxide Trend*. CO concentrations in the SCAB have decreased

markedly — a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

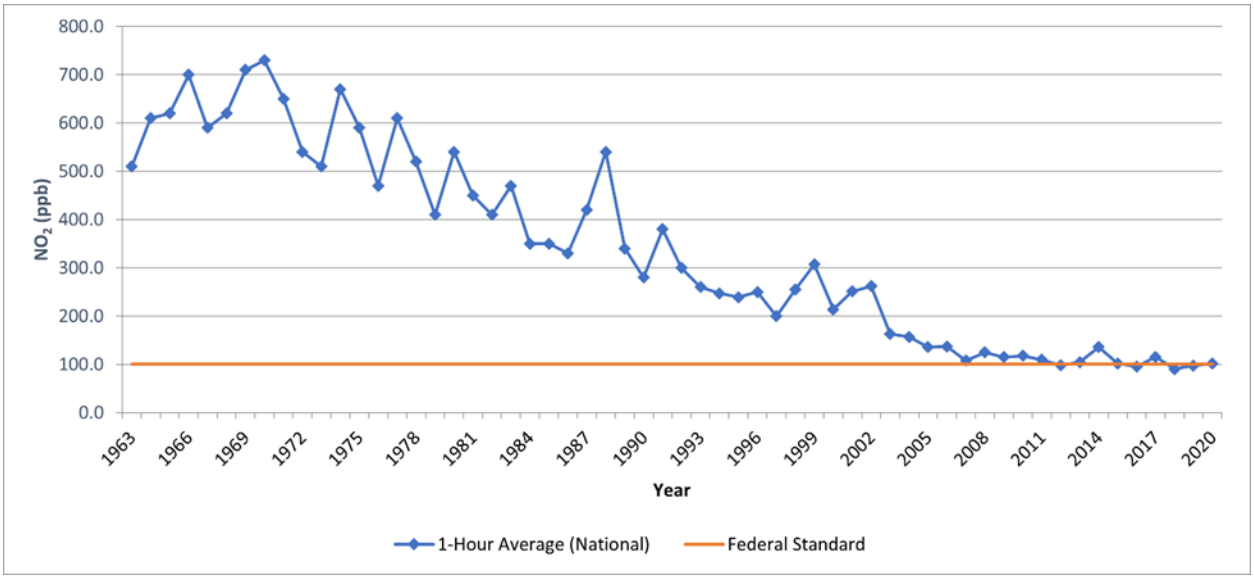
Exhibit 4.2-6: South Coast Air Basin 8-Hour Concentration Carbon Monoxide Trend



[1] The most recent year where 8-hour concentration data is available is 2012.
Source: (Urban Crossroads, 2023a, Table 2-10)

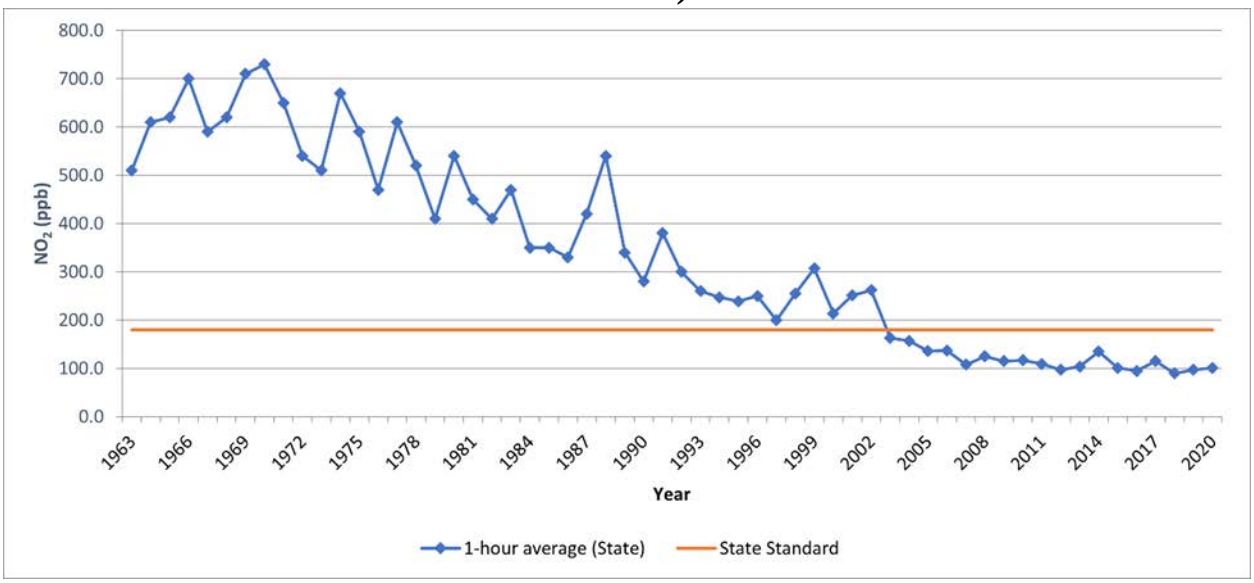
The most recent NO_2 data for the SCAB is shown in Exhibit 4.2-7, *South Coast Air Basin 1-Hour Average Concentration NO_2 Trend (based on Federal Standard)* and Exhibit 4.2-8, *South Coast Air Basin 1-Hour Average Concentration NO_2 Trend (based on State Standard)*. Over the last 50 years, NO_2 values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO_2 standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 ppm was adopted by CARB in February 2007. The new standard is just barely exceeded in the South Coast AQMD. NO_2 is formed from NO_X emissions, which also contribute to O_3. As a result, the majority of the future emission control measures would be implemented as part of the overall O_3 control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California's NO_X emissions. These measures are expected to bring the South Coast AQMD into attainment of the state annual average standard.

Exhibit 4.2-7: South Coast Air Basin 1-Hour Average Concentration NO_2 Trend (based on Federal Standard)



Source: (Urban Crossroads, 2023a, Table 2-11)

Exhibit 4.2-8: South Coast Air Basin 1-Hour Average Concentration NO_2 Trend (based on State Standard)



Source: (Urban Crossroads, 2023a, Table 2-12)

Part of the control process of the South Coast AQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by South Coast AQMD's *CEQA Air Quality Handbook* (1993) (1993 CEQA Handbook). The single threshold of significance used to assess Project

direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the South Coast AQMD, the District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project.

2. Toxic Air Contaminants Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O)[1]. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon". The system will also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990 to 2012. 1,3-Butadiene concentrations also declined 85% from 1990 to 2012 as a result of the use of reformulated gasoline and motor vehicle regulations.

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%. DPM differs from other

[1] It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10- year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. A separate Health Risk Assessment (*Technical Appendix C2*) has been prepared that evaluates the Project's potential impacts to surrounding land uses due to exposure of DPM emissions associated with the Project. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for the period from 2000 to 2020. South Coast AQMD's Multiple Air Toxics Exposure Study (MATES) study, discussed later illustrates the cancer risk trends, which show an approximate 80% reduction in risk from 2000 to 2020, correlates to the reductions in DPM anticipated by CARB.

3. Diesel Regulations

California Air Resources Board Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and oxides of nitrogen (NO_X) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The ARB is enforcing that part of the rule with fines up to $10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NO_X emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.

Statewide Truck and Bus Regulation

(Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025). On December 12, 2008, the ARB approved this regulation (Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In- Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025) to reduce emissions from existing on-road diesel trucks and buses operating in California. This regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject to the regulation. Under the regulation, older, heavier trucks (i.e. those with pre-2000 year engines and a gross vehicle weight rating greater than 26,000 pounds), are required to have installed a PM filter and must be replaced with a 2010 engine between 2015 and 2020, depending on the model year.

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses met particulate matter (PM) filter requirements beginning January 1, 2012. Mandatory replacement of lighter and older heavier trucks began January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

4. Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a TAC. The South Coast AQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk.

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, South Coast AQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final version of the MATES V study is dated August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's

programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. Exhibit 2-B in *Technical Appendix C1* illustrates the MATES V Risk trends for the nearest available monitoring site to the project, located in Rubidoux. As shown, concentrations and consequently risk have been significantly reduced even though there has been tremendous industrywide growth as discussed in the section above.

G. *Local Air Quality*

The South Coast AQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents with information about the air quality conditions. The Project site is located within the San Gorgonio Pass area (SRA 29) which monitors air quality conditions for O_3, NO_2, and PM_{10}. It should be noted that the monitoring station within SRA 29 does not provide data for CO and $PM_{2.5}$. As such, the nearest monitoring station located in SRA 34 (Central San Bernardino Valley 2) will be used to report air quality conditions for CO and $PM_{2.5}$. The most recent three (3) years of data available is shown on Table 4.2-3, *Project Area Air Quality Monitoring Summary 2018-2020,* and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2018 through 2020 was obtained from the South Coast AQMD Air Quality Data Tables. Additionally, data for SO_2 has been omitted as attainment is yearly met in the SCAB and few monitoring stations measure SO_2 concentrations.

Table 4.2-3 Project Area Air Quality Monitoring Summary 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.119	0.119	0.150
Maximum Federal 8-Hour Concentration (ppm)		0.106	0.096	0.115
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	33	24	29
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	69	59	68
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.7	1.3	1.9
Maximum Federal 8-Hour Concentration	> 20 ppm	2.5	1.1	1.4
NO_2				

Pollutant	Standard	Year		
		2018	2019	2020
Maximum Federal 1-Hour Concentration[2]	> 0.100 ppm	0.056	0.056	0.051
Annual Federal Standard Design Value		0.009	0.008	0.009
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	39	63	46
Annual Federal Arithmetic Mean (µg/m^3)		19.4	17.9	19.2
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	0	2	0
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	30.10	34.80	25.70
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	11.17	10.06	11.66
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	0	0	9

ppm = Parts Per Million
µg/m3 = Microgram per Cubic Meter
Source: (Urban Crossroads, 2023a, Table 2-5)

4.2.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. One comment from Californians Allied for a Responsible Economy (CARE CA) was made during the EIR Scoping Meeting that pertains to air quality. CARE CA expresses interest in construction-related environmental issues such as air pollution.

4.2.3 Regulatory Framework

The following is a brief description of the federal, State, regional, and local environmental laws and related regulations governing air quality emissions.

A. Federal

1. Federal Clean Air Act

The Federal Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the CAA that identify specific emission reduction

[2] The federal standard is shown here because it is *more* stringent than the state standard, as shown on Table 2-2. State standard is 0.18, federal is 0.10.

goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a NAAQS for PM2.5. Table 4.2-2 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_X. NO_X is a collective term that includes all forms of NO_X which are emitted as byproducts of the combustion process.

B. State

1. California Air Resources Board (CARB)

CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO_4, visibility, hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). However, at this time, H_2S and C_2H_3Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the South Coast AQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;

- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);

- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;

- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;

- Significant use of low emissions vehicles by fleet operators;

- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

2. Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The most recent update to the California Energy Code was adopted on August 11, 2021. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code. The 2022 California Energy Code includes the following updates relevant to the Project:

- In warehouse aisles and open spaces, occupant sensing lighting that dims to at least 50 percent when areas are unoccupied (4.130.1.C).

- Space conditioning systems for office spaces in warehouses must utilize a heat pump for all climate zones (5.140.4.A).

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Building Code Standards that will be became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made.

These are discussed in subsection Title 24 Energy Efficiency Standards and California Green Building Standards of the *Technical Appendix C1* of this EIR.

3. Advanced Clean Trucks Rule

On March 15, 2021 the Advanced Clean Trucks rule (13 CCR 1963) became effective. The purpose of this regulation is to accelerate California's transition to zero-emission medium- and heavy-duty

vehicles. Under the rule, truck manufacturers are required to sell zero-emission trucks as an increasing percentage of their annual sales in California, beginning in 2024 and continuing through 2035.

C. Regional

1. South Coast AQMD Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities.

Dust Control, Operations. Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the South Coast AQMD.

2. South Coast AQMD Rule 1113

This rule serves to limit the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the South Coast AQMD. This rule applies to any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects.

3. South Coast AQMD Rule 2305

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) from trucks that visit warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, operators must “earn” a specific number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the South Coast AQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year’s emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment, installing on-site ZE fueling stations, and providing on-site solar PV systems that are intended to offset or reduce warehouse emissions. Operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees to have the South Coast AQMD implement measures within the SCAB. Operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.

While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Therefore, even though the WAIRE program will reduce result in reduced emissions from warehouse activities in the region and given the size of the proposed buildings at the Project site, will likely be applicable to and require compliance by various project operators and the owner, in the region, conservatively, no specific emission reductions from the WAIRE Program are accounted for in this analysis.

D. Local

1. City of Beaumont General Plan

The General Plan identifies goals related to air quality in the Land Use and Community Design Element. The following goals and policies from the Land Use and Community Design Element applicable to the Project include:

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.1: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.

Policy 3.10.2: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Policy 3.10.3: Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

Policy 3.10.4: Designate truck routes to avoid sensitive land uses, where feasible.

Policy 3.10.6: Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

4.2.4 METHODOLOGY

In May 2022, the South Coast AQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2022.1. The purpose of this model is to calculate construction-source and operational-source emissions (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Refer to Appendix 3.1 through 3.10 of the Project's *Air Quality Analysis* (*Technical Appendix C1*) for Criteria Air Pollutant CalEEMod Output Files.

In May 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is used by the CARB. EMFAC2021 is incorporated into CalEEMod 2022.1; and thus, included in the modeling that is provided in the analysis.

A. Project-Related Construction Emissions

1. Construction Activities

Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

Demolition Activities

The site is currently developed with 12,150 sf of existing building, a 5,173-sf steel warehouse building, and existing asphalt/concrete which will be demolished. Demolition of the existing structures would generate approximately 796.86 total tons of material that would be demolished and hauled off-site. This analysis conservatively assumes that up demolition of asphalt/concrete would generate up to 137,367.43 tons of debris which will be crushed and re-used on site eliminating the need for demolished concrete/asphalt debris to be hauled off-site.

Crushing Activities

The Project activities would include on-site crushing of concrete and asphalt pulverizing during demolition activity. Fugitive dust emissions would also be generated through the crushing debris on-

site. The Environmental Protection Agency's (EPA) AP-42 compilation of emission factors available in Chapter 11.19.2-2 were used to estimate fugitive dust from crushing activities. As noted above, it is estimated that approximately 4,587.91 tons/day of debris would be crushed. It is estimated that crushing activities would result in 2.47 lbs/day of PM_{10} emissions and 0.46 lbs/day of $PM_{2.5}$ emissions.

Site Preparation and Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Earthwork activities are expected to balance on-site. As such, no import or export of soils would be required.

2. Construction Duration

For the purposes of evaluating the Project's construction-related air quality impacts, construction is expected to commence in June 2023 and will last through October 2024. The construction schedule utilized in the analysis, shown in Table 3-1, *Construction Schedule*, in Section 3.0, *Project Description*, of this EIR, represents a "worst-case" analysis scenario should construction occur any time after the respective dates with the potential of overlap of construction of the phases, since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

3. Construction Equipment

A summary of construction equipment by phase is provided at Table 3-2, *Construction Equipment Fleet*, in Section 3.0, *Project Description*, of this EIR. Consistent with industry standards and typical construction practices for other large-scale development, each piece of equipment listed in Table 3-2 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

B. Project Operational Emissions

Operational activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from Area Source Emissions, Energy Source Emissions, Mobile Source Emissions, On-Site Cargo Handling Equipment Emissions, and Transportation Refrigeration Units (TRU) Emissions. For additional information regarding the calculation of Project operational emissions, please refer to Section 3.5 of the Project's Air Quality Analysis (*Technical Appendix C1*).

1. Area Source Emissions

Area source emissions associated with the Project would occur as a result of architectural coatings, consumer products, and landscape maintenance equipment, as follows:

Architectural Coatings

Over a period of time the building that is part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod. Detailed information regarding how emissions generated from architectural coating can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendix 3.2 of the Project's Air Quality Analysis (*Technical Appendix C1*).

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form O_3 and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod. Detailed information regarding how emissions generated from consumer products can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendix 3.2 of the Project's Air Quality Analysis (*Technical Appendix C1*).

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. Detailed information regarding how emissions generated from landscape maintenance equipment can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendix 3.2 of the Project's Air Quality Analysis (*Technical Appendix C1*).

2. Energy Source Emissions

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions

from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. Detailed information regarding how combustion emissions associated with natural gas and electricity can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendix 3.2 of the Project's Air Quality Analysis (*Technical Appendix C1*).

3. Mobile Source Emissions

Project operational vehicular impacts derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed use. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTPAs truncate data at their demonstrative borders. This analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1 & LDT2), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. The fleet mix utilized in the analyses can be found in the Project's Air Quality Analysis (*Technical Appendix C1*).

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South Coast AQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. As such, an overall truck trip length of 33.39 miles was utilized, as well as an assumption of 100% primary trips for the proposed industrial land uses. Trucks are broken down by truck type. The truck fleet mix is estimated by distributing the trip rates for each truck type based on information provided by the South Coast AQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.

4. On-site Cargo Handling Equipment Emissions

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to two (2) 200 horsepower (hp), non-diesel powered, compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year.

5. TRU Emissions

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have Transport Refrigeration Units (TRUs). Therefore, for modeling purposes 24 trucks (48 truck trips per day) have the potential to include TRUs, which accounts for all truck trips that would be associated with up to 61,000 sf of high-cube cold storage use, as summarized in the Orchard Logistics Center Traffic Analysis. TRUs are accounted for during on-site and off-site travel.

The TRU calculations are based on EMFAC 2021. EMFAC 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

C. Localized Pollutant Emissions

Localized emissions associated with Project-related construction and operational activities were calculated and evaluated in accordance with South Coast AQMD's Final Localized Significance Threshold Methodology ("Methodology"). The South Coast AQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

For this Project, the appropriate SRA for the LST analysis is the South Coast AQMD San Gorgonio Pass (SRA 29). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- Identify the maximum daily on-site emissions that will occur during construction activity:
    - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
    - The South Coast AQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds and CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, then the South Coast AQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.

- Since total acreage disturbed for the Project is likely greater than 5 acres per day throughout the construction process, then the South Coast AQMD recommends dispersion modeling to be conducted to determine the actual pollutant concentrations for applicable LSTs in the air. In other words, the maximum daily on-site emissions as calculated in CalEEMod are modeled via air dispersion modeling to calculate the actual concentration in the air (e.g., parts per million or micrograms per cubic meter) in order to determine if any applicable thresholds are exceeded.

Based on South Coast AQMD's LST Methodology, emissions for concern during construction activities are on-site NO_X, CO, $PM_{2.5}$, and PM_{10}. The LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs. As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. Detailed information about application of this methodology can be found in the Project's Air Quality Analysis (*Technical Appendix C1*).

1. Project-Related Sensitive Receptors Relative to Construction and Operational Activities

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors". These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Sensitive receptors in the Project study area relative to construction and operational activities are described below and shown on Figure 4.2-1, *Sensitive Receptor Locations*. Localized air quality impacts were evaluated at receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- R1: Location R1 represents the existing residence at 1002 Darby Dan Way, approximately 1,155 feet northeast of the Project site. Receptor R1 is placed at the private outdoor living areas (backyards) facing the Project site.

- R2: Location R2 represents the iFIT warehouse located at 630 Nicholas Road, approximately 294 feet east of the Project site. Receptor R2 is placed at the building façade.

- R3: Location R3 represents the CJ Foods Manufacturing facility at 415 Nicholas Road, approximately 883 feet south of the Project site. Receptor R3 is placed at the building façade.

- R4: Location R4 represents the Amazon Fulfillment Center facility, approximately 883 feet southwest of the Project site. Receptor R4 is placed at the building façade.

Source(s): Urban Crossroads (09-09-2022)

Figure 4.2-1

Not to Scale

Sensitive Receptor Locations

- R5: Location R5 represents the Wolverine Worldwide shoe factory at 1020 Prosperity Way, approximately 357 feet west of the Project site. Receptor R5 is placed at the building façade.

- R6: Location R6 represents the Beaumont RV dealership at 910 Western Knolls Avenue, approximately 549 feet northwest of the Project site. Receptor R6 is placed at the building façade.

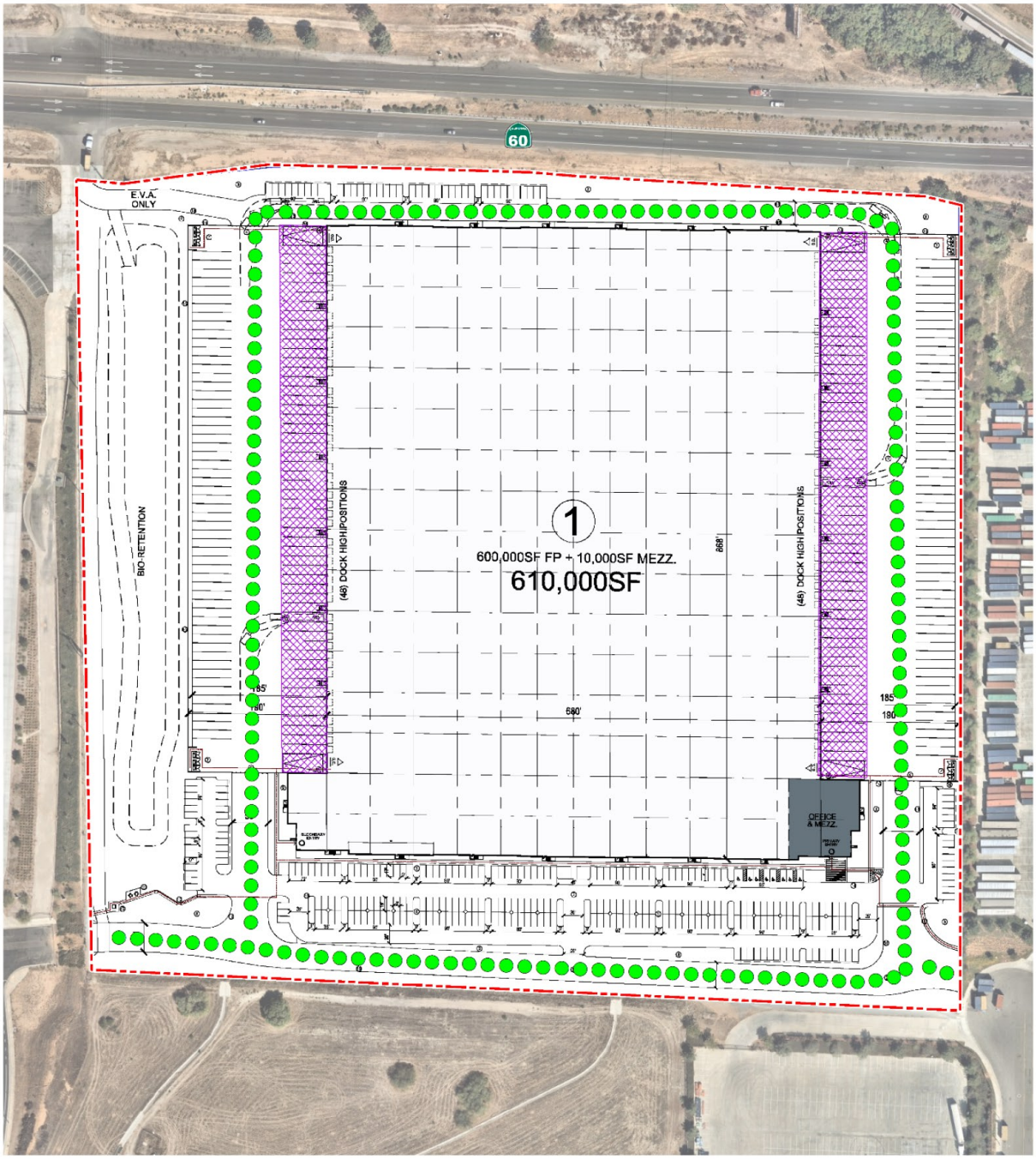
- R7: Location R7 represents the Little Folks Book and Toy Company, Inc. facility, 613 feet north of the Project site. Receptor R7 is placed at the building façade.

- R8: Location R8 represents the existing residence at 901 Wilsey Way, approximately 1,743 feet northeast of the Project site. Receptor R8 is placed at the private outdoor living areas (backyards) facing the Project site.

D. Health Risk Assessment Methodology

The HRA was prepared based on South Coast AQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. Emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the Project's Air Quality Analysis (*Technical Appendix C1*). Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM_{10}) generated with the 2021 version of the EMission FACtor model (EMFAC) developed by the CARB. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. For this Project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in project analysis mode for vehicles in the Riverside County jurisdiction. The project analysis mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. For purposes of this analysis, the Lakes AERMOD View (Version 10.2.1) was used to calculate annual average particulate concentrations associated with site operations. Refer to Section 2 of the Project's Health Risk Assessment (*Technical Appendix C2*) for a detailed description of HRA methodologies and for the model inputs and equations used in the estimation of the Project-related DPM emissions.

The modeled emission sources are illustrated on Figure 4.2-2, *Modeled On-Site Emission Source*, and Figure 4.2-3, *Modeled Off-Site Emission Sources*. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than ¾ mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and travel).



Source(s): Urban Crossroads (09-09-2022)

Figure 4.2-2

Not to Scale

Modeled On-Site Emission Source

Source(s): Urban Crossroads (09-09-2022)

Figure 4.2-3

Not to Scale

Modeled Off-Site Emission Sources

For purposes of the HRA, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents and workers may be exposed at these locations over a long-term duration of 30 and 25 years, respectively. This methodology is consistent with South Coast AQMD and OEHHA recommended guidance.

4.2.5 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section III of Appendix G to the CEQA Guidelines identified criteria used to assess whether a Project would result in a significant impact to Air Quality and includes the following threshold questions to evaluate the Project's impacts on Air Quality.

a. *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

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

c. *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

d. *Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?*

The South Coast AQMD has developed regional significance thresholds for regulated pollutants, as summarized in Table 4.2-4, *Maximum Daily Regional Emission Thresholds*. The South Coast AQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. Conversely, projects that do not exceed the project-specific thresholds are not considered to be individually or cumulatively significant. These thresholds have been used to determine air quality impacts in this analysis.

Table 4.2-4 Maximum Daily Regional Emission Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Source: (Urban Crossroads, 2023a, Table 3-1)

The South Coast AQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than 10 in one million. Based on guidance from the South Coast AQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, for purposes of this analysis, 10 in one million is used as the cancer risk threshold for the proposed Project. An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as 5 $\mu g/m^3$. Details on carcinogenic chemical risk and non-carcinogenic exposures are discussed in Section 2.5 and 2.6 of the Project's HRA (*Technical Appendix C2*).

4.2.6 Impact Analysis

Threshold a: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

The South Coast AQMD's 2016 AQMP is the applicable air quality plan for the Project site, which estimates long-term air quality conditions for the SCAB. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below:

- ***Consistency Criterion No. 1:*** *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated under Thresholds b) and c) below, the Project's localized construction-source emissions would not exceed applicable LST thresholds after implementation. However, the Project's regional construction-source emissions would exceed the applicable regional thresholds for emissions of VOCs. As such, the Project has the potential to result in a significant impact with respect to this criterion and the Project would have the potential to conflict with the AQMP. As evaluated under Thresholds b) and c) below, the Project's localized and regional operation-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less than significant impact is expected.

Based on the preceding, the Project could conflict with consistency criterion no. 1, due to exceedance of regional VOC emissions thresholds during construction activities. Therefore, impacts would be potentially significant.

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

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Therefore, development that is consistent with the growth projections in City of Beaumont General Plan and SCAG are considered to be consistent with the AQMP, which relies on regional growth forecasts to develop future air quality forecasts.

Peak day emissions generated by construction activities are independent of land use assignments but are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would occur, with disturbance of the entire site occurring during construction activities. As discussed above, the Project would exceed regional emissions thresholds during construction activities. Therefore, impacts would be potentially significant.

Per the City's General Plan Land Use Map, the Project site is designated for Industrial uses. The Industrial designation is characterized by a wide range of industrial uses, including "stand-alone"

industrial activities as well as business parks. Other types of permitted development within this land use category includes research parks, private trade schools, colleges, and business complexes containing a mix of light industrial, distribution, office, and commercial or supportive retail activities. Most of the parcels included in the Industrial land use designation are found in the Interstate Employment Subarea located south of the SR-60 Freeway. The subarea includes a range of industrial uses, including "standalone" industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks. The Project is proposed to consist of a maximum of 610,000 sf of warehouse use within a single building, which is consistent with the City's designation and intensity. On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

Threshold b: ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

A. Construction Emissions Impact Analysis

South Coast AQMD Rules that are currently applicable during construction activities, include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). The estimated maximum daily construction emissions without mitigation are summarized in Table 4.2-5, *Maximum Daily Peak Construction Emission Summary*. During construction activities, emissions resulting from Project construction would exceed South Coast thresholds for VOCs. Therefore, Project construction-source emissions would be considered potentially significant on a project-specific and cumulative basis for VOC emissions prior to the implementation of mitigation measures.

Table 4.2-5 Maximum Daily Peak Construction Emission Summary

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	4.63	44.30	36.90	0.07	65.20	10.80
2024	101.00	21.90	42.50	0.05	4.56	1.66
Winter						
2023	4.31	41.60	38.90	0.07	5.01	2.88
2024	101.00	22.20	37.30	0.05	4.56	1.66
Maximum Daily Emissions	**101.00**	**44.30**	**42.50**	**0.07**	**65.20**	**10.80**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2023a, Table 3-4)

B. Operational Emissions Impact Analysis

CalEEMod utilizes summer and winter EMFAC 2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. As such, operational activities for summer and winter scenarios are presented in Table 4.2-6, *Summary of Peak Operation Emissions*. The Project's daily regional emissions from on-going operations will not exceed any of thresholds of significance. Therefore, impacts would be less than significant.

Table 4.2-6 Summary of Peak Operation Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source	19.10	0.22	26.50	< 0.005	0.04	0.05
Energy Source	0.36	6.50	5.46	0.04	0.49	0.49
Mobile Source	5.71	31.70	85.50	0.41	10.30	2.41
TRU Source	1.78	2.08	0.20	0.00	0.10	0.09
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Total Maximum Daily Emissions	**27.19**	**41.25**	**150.55**	**0.45**	**10.99**	**3.09**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	14.70	0.00	0.00	0.00	0.00	0.00
Energy Source	0.36	6.50	5.46	0.04	0.49	0.49
Mobile Source	5.48	33.40	70.20	0.39	10.30	2.41
TRU Source	1.78	2.08	0.20	0.00	0.10	0.09
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Total Maximum Daily Emissions	**22.56**	**42.73**	**108.75**	**0.43**	**10.95**	**3.04**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2023a, Table 3-8)

Threshold c: ***Would the Project expose sensitive receptors to substantial pollutant concentrations?***

As discussed previously, localized emissions associated with Project-related construction and operational activities were calculated and evaluated in accordance with South Coast AQMD's Final

Localized Significance Threshold Methodology ("Methodology"). The South Coast AQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

A. Construction Impact Analysis

1. Localized Emissions

Table 4.2-7, *Localized Significant Summary – Construction*, shows the emission during peak construction activity without mitigation. As shown, Project-related construction emissions would not exceed the applicable South Coast AQMD LSTs for CO, NO_X, PM_{10}, or $PM_{2.5}$ Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. Refer to Section 3.6 of the Project's Air Quality Analysis (*Technical Appendix C1* to this EIR) for a detailed explanation of the model inputs and equations used in the analysis of construction-related localized emissions.

Table 4.2-7 Localized Significant Summary – Construction

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	0.02	2.85	0.46
Background Concentration [A]	2.7	2.5	0.06		
Total Concentration	**2.73**	**2.51**	**0.08**	**2.85**	**0.46**
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Note: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.
Source: (Urban Crossroads, 2023a, Table 3-9)

1. DPM Source Cancer and Non-Cancer Risks

The sensitive receptor with the greatest potential exposure to Project construction DPM source emissions is Location R8 which is located approximately 1,743 feet northeast of the Project site at an existing residence located at 901 Wilsey Way. R8 is placed at the private outdoor living area (backyard) facing the Project site. Although R8 is not the receptor that is closest to the Project site, due to local meteorological conditions (wind direction and speed), it is the receptor that would experience the highest concentration of DPM during Project construction. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 0.59 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to

be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity (even if they are located at a nearer distance to the site) would experience less risk than what is identified for the MEIR due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations. Detailed analysis for construction DPM emissions can be found in the Project's HRA (*Technical Appendix C2*).

B. Operation Impact Analysis

1. Localized Emissions

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. Because the LST analysis is intended to evaluate localized emissions from on-site sources, a percentage of the total mobile source emissions were assigned to on-site travel. To establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and 5% of the Project-related mobile sources. Applying the trip length used in the CalEEMod analysis for the Project (approximately 27.7 miles for passenger cars and 33.39 miles for all trucks), 5% of this total would represent an on-site travel distance of approximately 1.39 miles for passenger cars and 1.67 miles for trucks. However, it should be noted that the longest on-site distance is roughly 0.7 miles for both trucks and passenger cars. Therefore, the 5% assumption is conservative and overstates the actual impact because the longest on-site distance is roughly 0.7 miles and it is not likely that every single passenger car would drive 1.39 miles on the site or that every truck would drive 1.67 miles on the site.

Table 4.2-8, *Localized Significant Summary - Operation*, presents the results of the LST analysis for long-term operation of the Project. As shown, operational emissions would not exceed the South Coast AQMD's LSTs. Therefore, the Project would have a less than significant localized impact during operational activity.

Table 4.2-8 Localized Significant Summary - Operation

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	2.23E-02	2.05E-02	2.18E-03	0.06	0.04
Background Concentration [A]	2.7	2.5	0.06		
Total Concentration	**2.72**	**2.52**	**0.06**	**0.06**	**0.04**
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Note: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.
Source: (Urban Crossroads, 2023a, Table 3-10)

2. CO Hot Spot

The Project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of Project-specific CO "hot spots" is not needed to reach this conclusion. An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. For example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard/Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.9 ppm and 1.4 ppm, respectively (data from San Gorgonio Pass station for 2020). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard/Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections.

Furthermore, the Bay Area Air Quality Management District (BAAQMD) concluded that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The busiest intersection evaluated was that at Wilshire Blvd and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

The highest trips on a segment of road for the Project operation is the intersection of Potrero Boulevard and 4th Street with traffic volumes of 2,620 vph during AM peak hours and 3,762 vph during PM peak hours. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP. The proposed Project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. Based on the foregoing analysis, the Project would result in less-than-significant impacts related to the creation of CO Hot Spots.

3. DPM Source Cancer and Non-Cancer Risks

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R8 which is located approximately 1,743 feet northeast of the Project site at an existing residence located at 901 Wilsey Way. R8 is placed at the private outdoor living area (backyard) facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.47 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations than the MEIR analyzed herein, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations. As such, the Project will not cause a

significant human health or cancer risk to nearby residences. A detailed analysis of Residential Exposure Scenario for operational DPM emissions can be found in the Project's HRA (*Technical Appendix C2)*.

Worker Exposure Scenario

Due to the short-term nature of Project construction activities and the reduced exposure durations that are assumed for worker receptors, the risk to nearby workers is typically quantified for long-term operational activity only. The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R2, which represents the adjacent potential worker receptor approximately 294 feet east of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.29 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations. As such, the Project will not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. For purposes of this assessment, a one-quarter mile radius or 1,320 feet geographic scope is utilized for determining potential impacts to nearby schools. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools located within ¼ mile of the Project site. The nearest school is Three Ring Elementary School, which is located approximately 2,260 feet northeast of the Project site, across SR-60 and I-10 freeways within a residential community. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project.

Combined Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction and operational DPM source emissions is Location R8. At the MEIR, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 0.82 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

C. Potential Health Impacts of the Project

Based on the foregoing analysis, the Project would not exceed the South Coast AQMD localized significance thresholds for assessing localized health impacts from criteria air pollutants during construction or operation. Furthermore, Project construction and operation would not exceed South Coast AQMD's cancer and non-cancer thresholds during construction or operation. Further, Project traffic would not create or result in a CO "hotspot." Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations due to the Project, and impacts would be less than significant.

Threshold d: ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Additionally, the Project is primarily surrounded by industrial and vacant land uses. The closest residential uses are located across the SR-60 Freeway to the northeast.

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts from construction. The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by South Coast AQMD Rule 1113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to South Coast AQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with South Coast AQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

Potential sources of operational odors generated by the Project would include the temporary storage of typical solid waste (refuse). It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Beaumont's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. The proposed Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project operations would not adversely affect a substantial number of people, and Project impacts during long-term operations would be less than significant.

4.2.7 Cumulative Impact Analysis

With exception of the issue of odors, the cumulative study area for air quality includes the City of Beaumont and the SCAB. The SCAB is designated as a nonattainment area for State standards of O_3, PM_{10}, and $PM_{2.5}$. The region is also designated as a nonattainment area for federal standards of O_3 and $PM_{2.5}$. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain ambient air quality standards. Thus, with the exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the issue of odors, the cumulative study area includes the Project site and lands in the immediate vicinity to the Project site, as odors diminish rapidly with distance from the source.

According to South Coast AQMD, projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. As previously shown in Table 4.2-5, *Maximum Daily Peak Construction Emission Summary*, construction activities associated with the Project would exceed South Coast AQMD thresholds for VOC. As a result, construction-related impacts would potentially be significant on a direct and cumulative basis. However, as discussed below, with the implementation of MM 4.2-1, Project construction-source emissions of VOCs would be reduced to less than significant levels. Following implementation of mitigation, impacts associated with Project-related construction emissions would be less than cumulatively considerable.

As previously shown in Table 4.2-6, *Summary of Peak Operation Emissions*, Project operation-source emissions would not exceed the South Coast AQMD regional thresholds of significance for all emissions. Therefore, impacts associated with Project-related operational emissions would be less than cumulatively considerable.

As previously shown in Table 4.2-7, *Localized Significant Summary – Construction*, emissions would not exceed the South Coast AQMD Localized Threshold for CO, NO_x, PM_{10}, or $PM_{2.5}$. Pursuant to the South Coast AQMD's CEQA Air Quality Significance Thresholds, projects with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively

significant impact; therefore, the Project's emissions during construction would be less than significant on a direct and cumulative basis.

As previously shown in Table 4.2-8, *Localized Significant Summary - Operation*, under long-term operating conditions, the Project's localized operational emissions would not exceed any of the South Coast AQMD LST thresholds. Pursuant to the South Coast AQMD's CEQA Air Quality Significance Thresholds, the Project would have a less-than-cumulatively considerable LST impact during long-term operation. Additionally, the Project would have no potential to result in or contribute to a CO "Hot Spot." Accordingly, impacts associated with CO "Hot Spots" would be less than cumulatively considerable.

Cumulatively considerable odor impacts could occur if the Project in combination with other nearby projects resulted in combined construction- or operational-related odor impacts. However, the Project's compliance with South Coast AQMD Rules 1113, 431.2, and 402 would ensure that the Project does not generate substantial odors adversely affecting a substantial number of people during construction and operation. Additionally, there are no nearby related projects that generate substantial odors that could combine to create a cumulatively considerable odor impact. Therefore, impacts associated with odors would be less than cumulatively considerable.

4.2.8 Significance of Impacts Before Mitigation

Threshold a: Potentially Significant Impact. The Project would exceed applicable regional and local thresholds. As such, the Project is therefore considered to be inconsistent with the AQMP and a potentially significant impact would occur. The Project is inconsistent with the AQMP, due to exceedance of regional VOC emissions thresholds during construction activities, and a potentially significant impact would occur.

Threshold b: Potentially Significant Impact. The Project construction-source air pollutant emissions would result in exceedances of regional VOC emissions thresholds. Therefore, Project construction-source emissions would be considered potentially significant on a project-specific and cumulative basis.

Threshold c: Less-than-Significant Impact. Project emissions during construction and operation would not exceed the South Coast AQMD's LSTs for CO, NO_X, PM_{10}, or $PM_{2.5}$. Cancer and non-cancer risks would also be below the South Coast AQMD's threshold for direct and cumulatively considerable emissions and would be less than significant. Emissions also would not exceed LSTs and would not cause or contribute to a CO "Hot Spot." Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations due to the Project, and impacts would be less than significant.

Threshold d: Less-than-Significant Impact. Although short-term construction activities and long-term operational land uses could produce objectionable odors, compliance with standard construction requirements and regulations established by the City of Beaumont and South Coast AQMD would

reduce odor impacts to less-than-significant levels. Near- and long-term odor impacts would be less than significant.

4.2.9 MITIGATION

Although operational air quality impacts were determined to be less than significant, Mitigation Measures that would be implemented to reduce greenhouse gas (GHG) impacts (see Section 4.7, *Greenhouse Gas Emissions*), would also reduce impacts related to air quality. Refer to Mitigation Measures 4.7-1 through 4.7-10.

MM 4.2-1 During construction, the construction contractor shall, at minimum, use paints with a VOC content of 50 grams per liter or less for all interior and exterior building coatings. This measure shall be noted on all construction drawings and verified by the City of Beaumont prior to issuance of any construction permits.

4.2.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a: Less-than-Significant Impact. The Project would be inconsistent with AQMP Criterion No. 1, resulting in a potentially impact significant. The Project would implement Mitigation Measure MM 4.2-1, to reduce the Project's construction-source VOC emissions to below South Coast AQMD's thresholds, which promotes timely attainment of AQMP air quality standards and would bring the Project into conformance with the AQMP. Therefore, impacts would be less than significant.

Threshold b: Less-than-Significant Impact. The Project construction-source emissions have the potential to exceed South Coast AQMD regional thresholds for VOC prior to mitigation. The Project would implement Mitigation Measure MM 4.2-1, to reduce the Project's construction-source VOC emissions. As shown in Table 4.2-9, *Maximum Daily Peak Construction Emission Summary with Mitigation*, with the implementation of MM 4.2-1, Project construction-source emissions of VOCs would be reduced to less than significant levels.

Table 4.2-9 Maximum Daily Peak Construction Emission Summary with Mitigation

Year	Emissions (lbs/day) [1]					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	4.63	44.30	36.90	0.07	65.20	10.80
2024	52.80	21.90	42.50	0.05	4.56	1.66
Winter						
2023	4.31	41.60	38.90	0.07	5.01	2.88
2024	52.80	22.20	37.30	0.05	4.56	1.66
Maximum Daily Emissions	**52.80**	**44.30**	**42.50**	**0.07**	**65.20**	**10.80**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2023a, Table 3-5)

4.3 BIOLOGICAL RESOURCES

This Subsection provides an overview of the existing biological resources within the City of Beaumont (City) that could potentially be affected by the implementation of the Project. The analysis in this Subsection is based, primarily, on the biological resources technical report prepared by Cadre Environmental (hereafter, "Cadre"). The referenced Cadre report is titled "Biological Resources Technical Report Beaumont Cross-Dock Distribution Facility City of Beaumont, California," December, 2021 (Cadre Environmental, 2021), which is included as *Technical Appendix D* of this EIR. Additional references used for this Subsection are listed in Section 7.0, *References*.

4.3.1 EXISTING CONDITIONS

Under existing conditions, the entire Project site is generally flat and has been farmed (Dowling fruit orchard) since 1954. The western region of the Project site is dominated by an existing fruit stand, orchard support structures and residence while the balance of the property is characterized as either an active orchard or disturbed plowed fallow land (devoid of vegetation) between plantings.

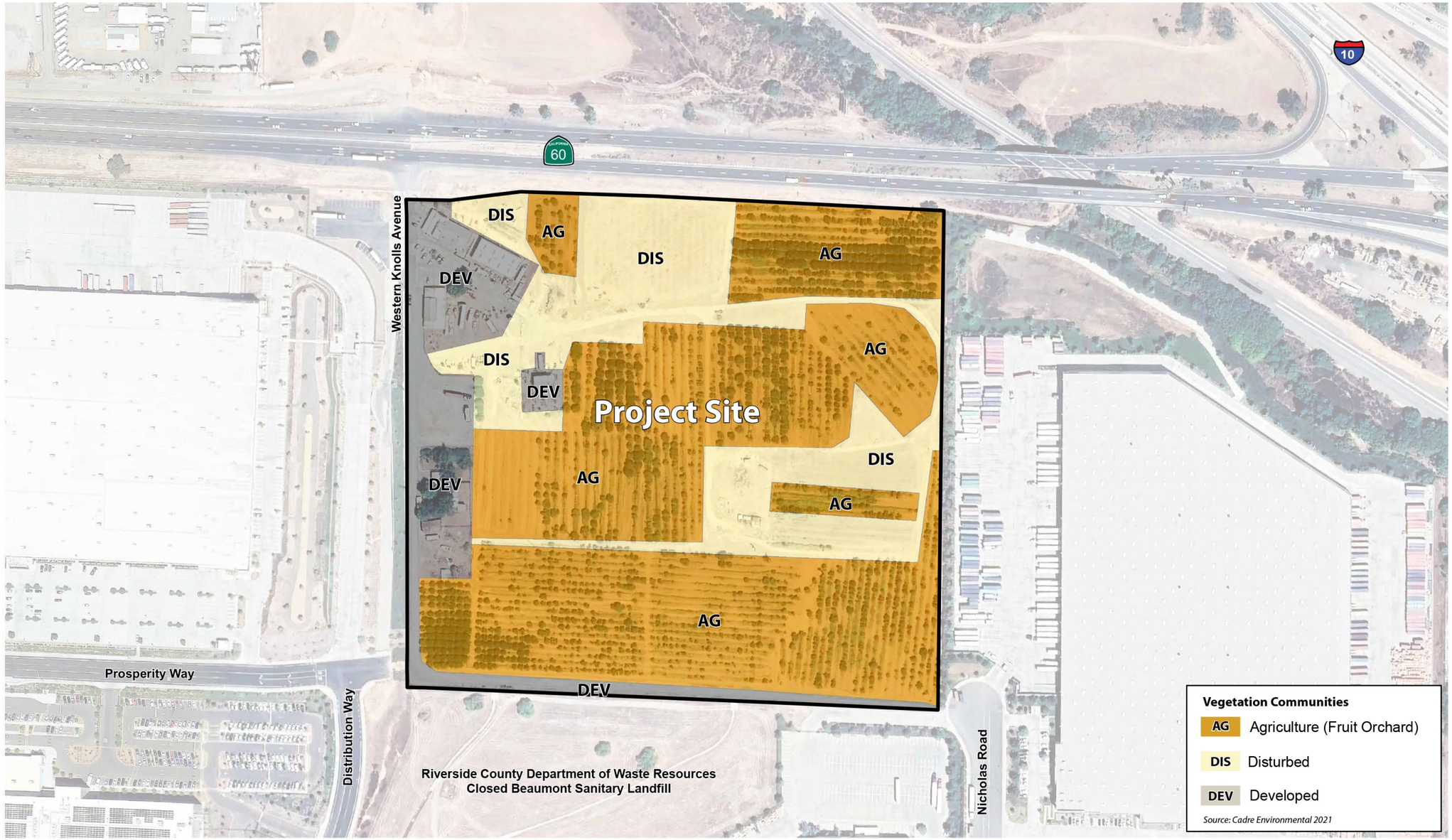
The Project site is located within the Pass Area Plan of the Western Riverside County Multiple Species Habitat Conservation Program (MHSCP). The Pass Area Plan has a target conservation acreage of 22,510 to 27,895 acres; it is composed of approximately 13,970 acres of existing Public/Quasi-Public Lands and 8,540 to 13,925 acres of Additional Reserve Lands. The Project site is not located within a MSHCP criteria area cell, cell group, or linkage area.

A. Vegetation Communities

As shown in Figure 4.3-1, *Vegetation Communities Map*, the Project site contains three vegetation communities: Agriculture (Fruit Orchards), Disturbed, and Developed.

1. Agriculture (Fruit Orchards)

The majority (18.93 acres) of the Project site is characterized as an active fruit orchard providing produce for the onsite fruit stand. Producing trees include but are not limited to peach (*Prunus persica*), persimmon (*Diospyros virginiana*), pomegranate (*Punica granatum*), fig (*Ficus carica*), pear (*Pyrus sp.*), plum (*Prunus domestica*), and grapefruit (*Citrus sp.*). The understory of these trees is either devoid of vegetation or dominated by invasive species as described in the following characterization of the disturbed habitat.



Source(s): CADRE Environmental (12-18-2021)

Figure 4.3-1

Not to Scale

Vegetation Communities Map

2. Disturbed

The Project site contains approximately 7.64-acre of disturbed habitats. Disturbed habitats documented onsite are either devoid of vegetation (fallow fields) or dominated by ruderal invasive species or native species common in disturbed areas including hairy crabgrass (*Digitaria sanguinalis*), barnyard grass (*Echinochloa crusgalli*), ripgut grass (*Bromus diandrus*), silverleaf nightshade (*Solanum elaeagnifolium*), prickly sow-thistle (*Sonchus asper*), cheeseweed (*Malva parviflora*), burclover (*Medicago polymorpha*), black mustard (*Brassica nigra*), horseweed (*Erigeron canadensis*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), spotted spurge (*Euphorbia maculata*), nettle-leaved goosefoot (*Chenopodium murale*), Palmer amaranth (*Amaranthus palmeri*), tumbling pigweed (*Amaranthus albus*), prostrate pigweed (*Amaranthus bilitoides*), common purslane (*Portulaca oleracea*), puncture vine (*Tribulus terrestris*), doveweed (*Croton setigerus*), cocklebur (*Xanthium strumarium*), and horehound (*Marrubium vulgare*).

3. Developed

The Project site contains approximately 4.33-acre of developed land. Developed regions of the Project site are concentrated in the western region of the property and include the existing fruit stand, farming support/manufacturing facilities and an existing residence. Trees documented within this region include Chinese elm (*Ulmus parvifolia*), English walnut (*Juglans regia*), shamel ash (*Fraxinus udei*), tree of heaven (*Ailanthus altissima*) and Gooding's willow (*Salix gooddingii*).

B. Wildlife

General wildlife species documented on site include American kestrel (*Falco sparverius*) red-tailed hawk (*Buteo jamaicensis*), greater roadrunner (*Geococcyx californianus*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), white crowned sparrow (*Zonotrichia leucophrys*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), and side-blotched lizard (*Uta stansburiana elegans*).

C. Jurisdictional Resources

The Project site does not contain streams, wetlands or other aquatic features that meet the definition of Waters of the U.S. or Waters of the State.

D. Sensitive Biological Resources

Sensitive biological resources are habitats or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. Protected sensitive species are classified by state and/or federal resource management agencies, or both, as threatened or endangered, under provisions of the state and federal endangered species act. Vulnerable or "at-risk" species that are proposed for listing as threatened or endangered (and thereby for protected status) are categorized administratively as "candidates" by the U.S. Fish and Wildlife

Service (USFWS). No vegetation communities listed by California Department of Fish and Wildlife (CDFW) as sensitive were documented within or adjacent to the Project site.

1. Sensitive Plants

Based on a review of the California Natural Diversity Database (CNDDB), MSHCP sensitive species area Geographic Information System (GIS) database, and existing conditions within and adjacent to the property, a total of fifteen (15) sensitive plant species listed in the State and local databases have the potential to occur within the vicinity of the Project site. No suitable habitat for sensitive plant species including those listed as federal or state threatened/endangered was documented within the Project site. No sensitive plant species listed or undisturbed native habitats were documented within the Project site. The entire Project site is characterized as heavily disturbed (active fruit orchard and manufacturing facilities operated since 1954).

2. Sensitive Wildlife

Based on a review of the CNDDB, MSHCP sensitive species survey area GIS database, and existing conditions within and adjacent to the property, a total of thirty-one (31) sensitive wildlife species have the potential of occurring within the vicinity of the Project site. No suitable habitat for species listed as federal or state threatened/endangered was documented within the Project site. Potential habitat for four (4) MSHCP covered species was documented onsite and include, Cooper's hawk (*Accipiter cooperii*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (L*anius ludovicianus*) all CDFW State Species of Special Concern, and California horned lark (*Eremophila alpestris actia*) listed on the State Watch List. These species may occasionally forage and/or breed onsite.

Critical habitat designations by the USFWS were researched to determine if any of the Project site is located within USFWS critical habitat. The Project site does not occur within a designated critical habitat for federally endangered or threatened species.

3. Wildlife Movement Corridors

The Project site does not represent a regional wildlife movement corridor and provides no natural unrestricted ridgelines, water courses or native open space habitats that would facilitate regional wildlife movement through the site. The Project site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. The Project site is completely bordered by high traffic roads including State Route 60 (SR-60) to the north and industrial uses to the east, west, and south. Additionally, fenced vacant land composed of the closed County of Riverside landfill (operated by the County of Riverside Waste Resources Department) is located to the south.

4.3.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2020 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to biological resources.

4.3.3 REGULATORY FRAMEWORK

A. Federal

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants.

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species.

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2017)

2. Clean Water Act Section 401

Clean Water Act (CWA) § 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under § 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived § 401 certification. The central feature of CWA § 401 is the state or tribe's ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project's compliance with Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law.

Many states and tribes rely on § 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, § 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA § 401. (EPA, 2019b)

3. Clean Water Act Section 404

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities).

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation's waters would be significantly degraded. Applications for permits must, to the extent practicable: (l) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process.

An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers (USACE), which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption. (EPA, n.d.)

4. Executive Order 11990 – Protection of Wetlands

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;

- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2020a)

5. Migratory Bird Treaty Act (16 USC Section 703-712)

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. (USFWS, 2020a)

B. State

1. California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered

designation, will be protected or preserved. The California Department of Fish and Wildlife (CDFW) works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met.

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs).

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA.

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement. (CDFW, n.d.)

2. Natural Community Conservation Planning Act (NCCP)

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already declined in number significantly.

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants.

There are currently 14 approved NCCPs (includes 6 subarea plans) and more than 20 NCCPs in the active planning phase (includes 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. (CDFW, n.d.)

3. Native Plant Protection Act (NPPA) of 1977

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. (CDFW, n.d.)

4. Unlawful Take or Destruction of Nests or Eggs (CFGC Sections 3503.5-3513)

Section 3503.5 of the CFGC specifically protects birds of prey, stating: "It is unlawful to take, possess, or destroy any . . . [birds-of-prey] or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating: "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act." (CA Legislative Info, n.d.)

5. Porter-Cologne Water Quality Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and

- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous Non-Point Source (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of National Pollutant Discharge Elimination System (NPDES) permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the State Water Board. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the EPA, when approved they become water quality standards under the CWA. (SWRCB, 2014)

C. Regional

1. Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the U.S. Fish and Wildlife Service (USFWS) and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements in order for these species to ultimately be considered ‘adequately conserved’. A number of these species have survey requirements based on a project’s occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA);

Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped independent Cell has designated "criteria" for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

D. Local

1. City of Beaumont General Plan

The City of Beaumont General Plan identifies goals and policies related to cultural resources in the Conservation and Open Space Element. The goals and policies that are applicable to the Project are as follows:

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

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

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

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

- **Policy 8.5.4** Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.

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

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

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.

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

- **Policy 8.10.3** Encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the City of Beaumont and its Sphere of Influence.

4.3.4 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The Project would result in a significant impact to cultural resources if the Project or any Project-related component would:

a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;*

b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;*

c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;*

d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;*

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*

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

The above-listed thresholds are derived directly from Appendix G of the CEQA Guidelines and address the typical, adverse effects related to biological resources that could result from implementation of the Project. The above-listed thresholds address the typical, adverse effects related to biological resources that could result from implementation of the Project. The Initial Study (*Technical Appendix A*) concluded that impacts associated with thresholds b, c, and e would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.3.5 IMPACT ANALYSIS

Threshold a:	***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

As discussed above, no state or federally listed candidate, sensitive, or special status plant or wildlife species were detected or expected to occur within the Project site.

1. Sensitive Plants

The MSHCP has determined that all of the sensitive species potentially occurring onsite have been adequately covered. However, additional surveys may be required for sensitive plant species if suitable habitat is documented onsite and/or if the property is located within a predetermined "Survey Area". The Project site occurs almost completely within an MSHCP predetermined Survey Area for two (2) MSHCP narrow endemic plant species including Marvin's (Yucaipa) onion and many-stemmed dudleya. According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to document the presence/absence of these species only if 1) suitable habitat is present and 2) if the property is located within a predetermined Survey Area. Although the Project site is within a predetermined Survey Area, the entire Project site was actively farmed from at least 1985 to 2021, and no native undisturbed vegetation communities or suitable clay substrates were documented onsite for the two (2) MSHCP narrow endemic sensitive plant species. Additionally, the Project site is not located within a Criteria Area Sensitive Plant Species Survey Area. Therefore, focused MSHCP sensitive plant surveys are not warranted for the Project site and the Project is consistent with MSHCP Section 6.1.3. Accordingly, the Project would not impact any candidate, sensitive, or special status plant species.

2. Sensitive Wildlife

Potential habitat for four (4) MSHCP covered species was documented onsite during the habitat assessment and include, Cooper's hawk, white-tailed kite, loggerhead shrike, and California horned lark. As previously stated, the MSHCP has determined that these sensitive species potentially occurring within Project site have been adequately covered. Potential direct impacts to these sensitive species

would be less than significant by payment of the MSHCP Local Development Mitigation Fee (Condition of Approval). Additionally, the Project site is not located within a MSHCP Amphibian or Mammal Species Survey Area.

However, the Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. No suitable burrowing owl burrows larger than 4 inches in diameter potentially utilized for refugia and/or nesting were documented onsite. Also, no burrowing owl or characteristic signs such as white-wash, feathers, tracks, or pellets were detected within the Project site boundary. However, there is potential for the Project site to be colonized by burrowing owl if the fields are left vacant. Therefore, impacts would be potentially significant.

Threshold d:	***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

B. Wildlife Movement

The Project site does not represent a regional wildlife movement corridor and provides no natural unrestricted ridgelines, water courses or native open space habitats that would facilitate regional wildlife movement through the site. The Project site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. Additionally, the Project site is surrounded by high traffic roads, including SR-60, warehouse facilities, and the closed Beaumont Sanitary Landfill.

C. Migratory and Nesting Birds

The Project site possesses vegetation including ornamental trees and shrubs expected to potentially provide nesting habitat for nesting birds protected under the CDFG Codes including MSHCP covered species potentially occurring onsite. Loss of an active nest during construction activities would be considered a potentially significant impact.

Threshold f:	***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

The Project site is located completely within the MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities including the City of Beaumont. As previously stated, the Project site is not located within an MSHCP Criteria Area Cell, Cell Group, or Linkage Area. Therefore, no HANS or JPR are required. The Biological Resources Technical Report (*Technical Appendix D*) evaluated the Project's compliance with MSHCP Reserve assembly requirements, Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.3.2 (Additional Survey Needs and Procedures), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), 6.14 (Urban / Wildlands Interface), and 6.4 (Fuels Management Guidelines). The findings of the MSHCP Consistency Analysis are as follows:

- **Narrow Endemic Plant Species (Section 6.1.3):** The Project site occurs almost completely within an MSHCP predetermined Survey Area for two (2) MSHCP narrow endemic plant species including Marvin's (Yucaipa) onion and many-stemmed dudleya. According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to document the presence/absence of these species if suitable habitat is present and if the property is located within a predetermined Survey Area. As previously stated, there is no suitable habitat present on-site; no native undisturbed vegetation communities or suitable clay substrates were documented onsite for the two (2) MSHCP narrow endemic sensitive plant species. Focused MSHCP sensitive plant surveys are not warranted and the Project is consistent with MSHCP Section 6.1.3.

- **Sensitive Species Surveys (Section 6.3.2):** The Project site is not located within a Criteria Area Species Survey Area or MSHCP Amphibian or Mammal Species Survey Area; therefore, no surveys are required. The Project is consistent with MSHCP Section 6.3.2.

  The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. No suitable burrowing owl burrows larger than 4 inches in diameter potentially utilized for refugia and/or nesting were documented onsite. Also, no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within the Project site boundary during the habitat assessment and focused surveys are not warranted. The Project site could be colonized by burrowing owl if the fields were left vacant. Therefore, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP (see Mitigation Measure MM 4.3-1). If burrowing owls are detected onsite during the 30-day preconstruction survey, a burrowing owl relocation plan will be developed for the passive/active translocation of individuals as directed by the RCA and wildlife agencies. With incorporation of Mitigation Measure MM 4.3-1, the Project is consistent with MSHCP Section 6.3.2.

- **Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp (Section 6.1.2):** No evidence of vernal pool, ephemeral depressions, stock ponds, road ruts or other natural wetland features were recorded on the Project site. Consistent with conditions documented onsite and as previously stated, the Project site is characterized as sandy loam substrates possessing well drained substrates (drainage class). No indication of clay substrates or hydric soils were documented within the Project site.

  A review of historic aerials was conducted to determine if inundated features were present during years of high rainfall. Historic aerials taken in 2011 represent an ideal baseline during which known (previously documented) inundated vernal pool, ephemeral depressions, stock ponds, road ruts can easily be seen. However, no sign of indication of inundation was documented within the Project site during a review of historic aerials.

In summary, none of the conditions (i.e., no inundated depressions including road ruts, hydric soils, historic inundation, etc.) were observed or documented within the Project site. No features that would support fairy shrimp are present. No standing water or other sign of areas that pond water was recorded. No riparian scrub, forest or woodland habitat suitable for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo is present within or adjacent to the Project site. Therefore, the Project is consistent with MSHCP Section 6.1.2 and an MSHCP Determination of Biological Equivalent or Superior Preservation (DBESP) is not required.

- **Urban/Wildlands Interface (Section 6.1.4):** The MSHCP Urban/Wildlands Interface guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses, and residential developments in proximity to an MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. Therefore, the Project is consistent with MSHCP Section 6.1.4.

- **MSHCP Fuels Management Guidelines (Section 6.4):** The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. The Project is consistent with MSHCP Section 6.4.

The Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.3.2 (Additional Survey Needs and Procedures), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), 6.14 (Urban / Wildlands Interface), and 6.4 (Fuels Management Guidelines). However, implementation of Mitigation Measure MM 4.3-1 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, this impact is considered potentially significant.

4.3.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site.

The temporary direct and/or indirect impacts of the Project would not result in significant cumulative impacts (CEQA Section 15310) to environmental resources within the region of the Project site. Cumulative impacts refer to incremental effects of an individual project when assessed with the effects of past, current, and proposed projects. Although the Project would result in the permanent loss of 30.93 acres of primarily agricultural (Fruit Orchards) and disturbed/developed habitat, the MSHCP

was developed to address the comprehensive regional planning effort and anticipated growth in the City of Beaumont. Non-covered sensitive floral or faunal species were not detected or expected to occur within or adjacent to the Project and therefore the development of the Project site would not result or contribute to a cumulative impact to non-covered species. Furthermore, the Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines and therefore will not result in a cumulatively considerable adverse impact.

4.3.7 Significance of Impacts Before Mitigation

Threshold a: Potentially Significant Impact. There is potential for the Project site to be colonized by burrowing owl if the fields are left vacant. Therefore, the Project would have the potential to have a substantial adverse effect, either directly or through habitat modifications, on an MSHCP Covered Species, and impacts would be potentially significant.

Threshold d: Potentially Significant Impact. The Project site possesses vegetation including ornamental trees and shrubs expected to potentially provide nesting habitat for nesting birds protected under the CDFG, including MSHCP Covered Species potentially occurring onsite. Therefore, the Project would have the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident.

Threshold f: Potentially Significant Impact. Mitigation Measure MM 4.3-1 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, the Project would have the potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.8 Mitigation

MM 4.3-1 A burrowing owl preconstruction survey shall be conducted 30 days prior to the initiation of ground-disturbing construction activities. The survey will be conducted in compliance with both MSHCP and CDFW guidelines. A report of the findings prepared by a qualified biologist shall be submitted to the City of Beaumont prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected onsite during the 30-day preconstruction survey, during the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are compete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active/passive relocation is proposed, a burrowing owl mitigation plan shall be prepared and approved by the City of Beaumont, CDFW and USFWS. The Burrowing Owl Mitigation Plan, if necessary, will describe methods to safely relocate burrowing owls from the Project site (if avoidance were infeasible) and to monitor burrowing owls

with an adequate setback buffer if construction were to proceed at the site until the owls could be relocated.

MM 4.3-2 If construction is proposed between February 15th and August 31st, a qualified biologist shall conduct a nesting bird survey(s) including up to three (3) site visits within seven (7) days prior to ground disturbance to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site. Construction outside the nesting season (between September 1st and February 14th) do not require nesting bird surveys.

The survey(s) will focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Beaumont for review and approval prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, shall be submitted to the City of Beaumont documenting compliance with the CDFG Code.

4.3.9 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measure MM 4.3-1 would ensure the Project's potential impacts to burrowing owls be mitigated through preconstruction survey prior to the initiation of ground-disturbing construction. With implementation of the required mitigation, the Project's potential impacts to sensitive or protected biological resources would be reduced to less than significant.

Threshold d: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measure MM 4.3-2 would ensure the Project's potential impacts to nesting birds be mitigated through nesting bird surveys prior to ground disturbance. With implementation of the required mitigation, the Project's potential impacts to nesting birds would be reduced to less than significant.

Threshold f: Less-than-Significant Impact with Mitigation. With the implementation of Mitigation Measure MM 4.3-1, the Project would be consistent with Section 6.3.2 (Additional Survey Needs and

Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, the Project's potential conflict with the MSHCP would be reduced to less than significant.

4.4 CULTURAL RESOURCES

The analysis in this Subsection is based, primarily, on the cultural resources assessment report prepared by Brian F. Smith and Associates, Inc. (hereafter, "BFSA"). The referenced BFSA report is titled "A Phase I Cultural Resources Assessment for the Trammell Crow Beaumont Project," October 7, 2022 (BFSA, 2022), which is included as *Technical Appendix E* to this EIR. Refer also to Section 4.12, *Tribal Cultural Resources*, of this EIR, for additional information on the ethnohistoric setting and tribal cultural resources. Additional references used for this Subsection are listed in Section 7.0, *References*.

Confidential information has been redacted from *Technical Appendix E* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, the City of Beaumont, and BFSA is considered confidential in respect to places that may have traditional tribal cultural significance (Gov. Code § 65352.4), and although relied upon in part to inform the preparation of this EIR Subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120(d)).

4.4.1 EXISTING CONDITIONS

A. Cultural Setting

1. Prehistory

The Project site is located within the inland southern California region in Riverside County. The Paleo Indian Period, Archaic Period Milling Stone Horizon, and Late Prehistoric Takic groups are the three (3) general cultural periods represented in Riverside County. The following discussion of the cultural setting of Riverside County references the Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, and Pauma Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. These cultural periods are summarized briefly below. Refer to *Technical Appendix E* for a more detailed discussion about the prehistoric cultural periods in the Riverside County.

- Paleo Indian Period (ca. 11,500-9,000 years before present ("Y.B.P."): The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 Y.B.P.). The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused the glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. The coastal shoreline at 10,000 Y.B.P., depending upon the particular area of the coast, was near the 30-meter isobath, or two to six kilometers further west than its present location.

Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals.

- Archaic Period (ca. 9,000-1,300 Y.B.P.): Between 9,000 and 8,000 Y.B.P., a widespread complex was established in the southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in the southern California coastal areas and focused upon coastal resources and the development of deeply stratified shell middens that were primarily located around bays and lagoons. The older sites associated with this expression are located at Topanga Canyon, Newport Bay, Agua Hedionda Lagoon, and some of the Channel Islands. Radiocarbon dates from sites attributed to this complex span a period of over 7,000 years in this region, beginning over 9,000 Y.B.P.

  The coastal lagoons in southern California supported large Milling Stone Horizon populations circa 6,000 Y.B.P., as is shown by numerous radiocarbon dates from the many sites adjacent to the lagoons. The ensuing millennia were not stable environmentally, and by 3,000 Y.B.P., many of the coastal sites in central San Diego County had been abandoned. The abandonment of the area is usually attributed to the sedimentation of coastal lagoons and the resulting deterioration of fish and mollusk habitat, which is a well-documented situation at Batiquitos Lagoon. Over a two-thousand-year period at Batiquitos Lagoon, dominant mollusk species occurring in archaeological middens shift from deep-water mollusks (Argopecten sp.) to species tolerant of tidal flat conditions (Chione sp.), indicating water depth and temperature changes.

  By 5,000 Y.B.P., an inland expression of the La Jolla Complex is evident in the archaeological record, exhibiting influences from the Campbell Tradition from the north. These inland Milling Stone Horizon sites have been termed “Pauma Complex.” By definition, Pauma Complex sites share a predominance of grinding implements (manos and metates), lack mollusk remains, have greater tool variety (including Atlatl dart points, quarry-based tools, and crescentics), and seem to express a more sedentary lifestyle with a subsistence economy based upon the use of a broad variety of terrestrial resources. Although originally viewed as a separate culture from the coastal La Jolla Complex (True 1980), it appears that these inland sites may be part of a subsistence and settlement system utilized by the coastal peoples. Evidence from inland San Diego County suggests that these inland sites may represent seasonal components within an annual subsistence round by La Jolla Complex populations. Therefore, both coastal and inland sites of this time period provide a more complete appraisal of the Encinitas Tradition settlement and subsistence system exhibited by this cultural complex.

More recent work has identified a more localized complex known as the Greven Knoll Complex. The Greven Knoll Complex is a redefined northern inland expression of the Encinitas Tradition. All expressions of the inland Milling Stone in southern California north of San Diego County are grouped together in the Greven Knoll Complex. The Greven Knoll Complex, is broken into three phases and obtained its name from the type-site Greven Knoll located in Yucaipa, California. Excavations at Greven Knoll recovered manos, metates, projectile points, discoidal cogged stones, and a flexed inhumation with a possible cremation. It is believed that the Greven Knoll Site was occupied between 5,000 and 3,500 YBP.

The shifts in food processing technologies during each phase of the Greven Knoll Complex indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource. It is thought that the development of mortars and pestles during the middle Holocene can be attributed to the year-round exploitation of acorns as a main dietary provision. Additionally, the warmer and drier climate may have been responsible for groups from the east moving toward coastal populations, which is archaeologically represented by the interchange of coastal and eastern cultural traits.

- Late Prehistoric Period (ca. 1,300 Y.B.P.-1790): Many Luiseño hold the world view that as a population they were created in southern California; however, archaeological and anthropological data proposes a scientific perspective. Archaeological and anthropological evidence suggests that at approximately 1,350 Y.B.P., Takic-speaking groups from the Great Basin region moved into Riverside County, marking the transition to the Late Prehistoric Period. An analysis of the Takic expansion indicates that inland southern California was occupied by "proto-Yuman" populations before 1,000 Y.B.P. It is believed that Takic expansion occurred starting around 3,500 YBP moving toward southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 YBP, possibly resulting in the Luiseño dialect.

  The final Takic expansion would not have occurred until about 1,000 Y.B.P., resulting in Vanyume, Serrano, Cahuilla, and Cupeño dialects. It is thought that the Luiseño did not simply replace Hokan speakers, but were rather a northern San Diego County/southern Riverside County Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of

the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead.

- Ethnohistorical Period (1769 to Present): Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. These distinctions include cremation of the dead, the use of the bow and arrow, and exploitation of the acorn as a main food staple. Along the coast, the Luiseño made use of available marine resources by fishing and collecting mollusks for food. Seasonally available terrestrial resources, including acorns and game, were also sources of nourishment for Luiseño groups. Elaborate kinship and clan systems between the Luiseño and other groups facilitated a wide-reaching trade network that included trade of Obsidian Butte obsidian and other resources from the eastern deserts, as well as steatite from the Channel Islands.

  The primary settlements of Late Prehistoric Luiseño Indians in the San Jacinto Plain were represented by Ivah and Soboba near Soboba Springs, Jusipah near the town of San Jacinto, Ararah in Webster's Canyon en route to Idyllwild, Pahsitha near Big Springs Ranch southeast of Hemet, and Corova in Castillo Canyon. These locations share features such as the availability of food and water resources. Features of this land use include petroglyphs and pictographs, as well as widespread milling, which is evident in bedrock and portable implements. Groups in the vicinity of the Project, neighboring the Luiseño, include the Cahuilla and the Gabrielino. Please refer to Section 4.12, *Tribal Cultural Resources*, and *Technical Appendix E* for additional ethnographic information associated with these groups.

2. Project Site

An archaeological records search for the Project and the surrounding area within a one-mile radius was requested from the EIC at UCR on October 22, 2021. The results were received from the EIC and processed by BFSA on October 4, 2022. The records search indicated that a total of 128 cultural resources have been recorded within a one-mile radius of the project, none of which are located within the Project site.

Most of the recorded resources are historic, with the majority being historic buildings, including 96 single-family residences, three church buildings, one church manse, three multiple family properties, one hospital, the Beaumont City Hall, the Bank of Beaumont, the Beaumont Women's Club, the Beaumont Carnegie Library, four commercial buildings, and one residential/commercial building. Additional historic resources include the remains of two railroad stations, the remains of a homestead,

an olive ranch, one site containing foundations, partially standing walls, fence posts, and a trash scatter, one cistern, three roads, one electric transmission line, and one site containing foundation/structure pads and well boxes. Only three prehistoric resources, all isolated prehistoric artifacts, and one multicomponent resource consisting of a scatter of prehistoric and historic artifacts, were identified within the search radius.

B. History

1. Regional Setting

The historic background of the Project site began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (into what is now western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, while the San Luis Rey Mission claimed land in what is now Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

In the mid- to late 1770s, Juan Bautista de Anza passed through much of Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. In 1797, Father Presidente Lausen, Father Norberto de Santiago, and Corporal Pedro Lisalde led an expedition from Mission San Juan Capistrano through southwestern Riverside County in search of a new mission site before constructing Mission San Luis Rey in northern San Diego County. While no missions were ever built in what would become Riverside County, many mission outposts, or asistencias, were established in the early years of the nineteenth century to extend the missions' influence to the backcountry.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land in southern California. For California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The "grants" were called "ranchos," of which Jurupa, El Rincon, La Sierra, El Sobrante de San Jacinto, La Laguna (Lake Elsinore), Santa Rosa, Temecula, Pauba, San Jacinto Nuevo y Potrero, and San Jacinto Viejo were in present-day Riverside County. Many of these ranchos have lent their names to modern-day locales. The first grant in present-day Riverside County, Rancho Jurupa, was given to Juan Bandini in 1838. These ranchos were all located in the valley environments typical of western Riverside County.

The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced from their land or put to work on the now privately-owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns. Not only does this illustrate how dependent the Native Americans had become upon the missionaries, but it also indicates a marked contrast in the way the Spanish treated the Native Americans compared to the Mexican and United States ranchers.

In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, leading to California statehood in 1850. These events generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies.

In early 1852, the Native Americans of southern Riverside County, including the Luiseño and the Cahuilla, thought they had signed a treaty resulting in their ownership of all lands from Temecula to Aguanga east to the desert, including the San Jacinto Valley and the San Gorgonio Pass. The Temecula Treaty also included food and clothing provisions for the Native Americans. However, Congress never ratified the treaties, and the promise of one large reservation was rescinded.

With the completion of the transcontinental railroad in 1869, land speculators, developers, and colonists began to invest in southern California. The first colony in what was to become Riverside County was Riverside itself. Judge John Wesley North, an abolitionist from Tennessee, brought a group of associates and co-investors to southern California and founded Riverside on part of the Jurupa Rancho. A few years after, the navel orange was planted and was found to be such a success that it quickly became the agricultural staple of the region.

By the late 1880s and early 1890s, there was growing discontent between Riverside and San Bernardino, its neighbor 10 miles to the north, due to differences in opinion concerning religion, morality, the Civil War, politics, and fierce competition to attract settlers. After a series of instances in which charges were claimed about unfair use of tax monies to the benefit of the city of only San Bernardino, several people from Riverside decided to investigate the possibility of a new county. In May 1893, voters living within portions of San Bernardino County (to the north) and San Diego County (to the south) approved the formation of Riverside County. Early business opportunities were linked to the agriculture industry, but commerce, construction, manufacturing, transportation, and tourism also provided a healthy local economy. By the time of Riverside County's formation, Riverside had grown to become the wealthiest city per capita in the country due to the successful cultivation of the navel orange.

With the start of World War I, the United States began to develop a military presence in Riverside County with the construction of March Air Reserve Base. During World War II, Camp Haan and Camp Anza were constructed in what is now the current location of the National Veteran's Cemetery. In the decades that followed, populations spread throughout the county into Lake Elsinore, Corona, Norco,

Murrieta, and Wildomar. However, a significant portion of the county remained largely agricultural well into the 1970s. Following the 1970s, Riverside saw a period of dramatic population increase as the result of new development, more than doubling the population of the county with a population of over 1.3 million residents.

The original development of the City of Beaumont can be traced to a mail stop called Summit Station established in 1866. The station was located on a passenger stage route through the San Gorgonio Pass. By 1876, the Southern Pacific Company had upgraded the station into a railroad telegraph office. By 1844, a town site (San Gorgonio) was established, which was renamed Beaumont in 1886 after H.C. Sigler of Beaumont, Texas purchased it via the Southern California Investment Company. The Beaumont town site was officially surveyed and filed in San Bernardino County in 1887 and was subsequently incorporated into Riverside County in 1893.

Historically, the City of Beaumont became one of Riverside County's largest apple growers. Apple orchards in and around the town expanded to a $200,000 a year industry by 1930. Beaumont saw a rise in visitors and residents as the little-known city of Palm Springs to the east grew to become a highly popular resort spot beginning in the 1930s. In response to the growing popularity of Palm Springs, the City of Beaumont attempted to capitalize on tourism by establishing guest ranches. According to an early 1930s/1940s postcard, the Highland Springs Guest Ranch of Beaumont offered its patrons horseback riding, tennis, archery, horseshoes, swimming, shuffleboard, ping-pong, baseball, ballroom dancing, massage, basketball, and a place to spend the night. Today, as a result of Beaumont's proximity to Los Angeles, the area around and in San Gorgonio Pass has dramatically expanded as a result of the low housing cost and availability of many new master planned communities.

2. Project Site

Riverside County Assessor's records indicate that C.W. Nicklin owned the subject property between 1936 and 1944. A 1938 aerial photograph indicates that the property was vacant until at least that time. In 1944, Gladys M. Holmolka purchased the property. In October 1946, the property was sold to George W. and Helen E. Bailey. No evidence could be located indicating that Nicklin, Holmolka, or the Baileys developed the Project site.

In 1950, Francis M. Dowling, Jr. purchased the subject property. Given that no evidence could be located indicating that any of the previous owners developed the property, it is likely that Francis, Jr. was responsible for the construction of the single-family residence on the property, likely between 1950 and 1953. Although the Dowling Fruit Orchard website and a 2010 newspaper article indicate that the orchard located within the current Project has been on Highway 60 in Beaumont since 1954, and an advertisement from 2004 indicates that it was established in 1951, the first advertisement found during historical research for the property is from 1963 in which Francis, Jr. is listed as the owner of the orchard. Aerial photographs indicate that the property was first planted between 1938 and 1953. Currently, most of the orchard trees have been removed from the property and only sparse rows of trees are present.

❑ Single-Family Residence

The 1950 to 1953 single-family residence is currently in poor condition. The residence was likely constructed in the Minimal Traditional style, but it does not feature any unique architectural characteristics of the style and features a simple, rectangular footprint and a minimal eave overhang with exposed rafter tails. The building is clad in stucco; however, much of the stucco on the south façade has worn away due to neglect. At an unknown date, a board and batten addition was constructed onto the south façade and sometime in the 1960s or later, the original wood-framed, double-hung windows at the northwest corner were replaced with aluminum-framed, horizontal-sliding window. One window on the north façade has been infilled and while the remaining original windows are still intact, most do not appear operable due to deferred maintenance.

❑ Warehouse

Like the residence, the 1953 to 1962 warehouse is also in poor condition. The original portion of the building is two stories high on the western half and features a gabled, corrugated metal roof with exposed rafter tails. The eastern half is a single story and features a corrugated metal shed roof with exposed beams supported by half-walls and wood posts. Many of the posts have suffered dry rot. A small section of the building with full-height walls is located at the northeast corner of the eastern half of the original single story. This small section features a single doorway with no door that leads to a bathroom. The walls of both portions are clad in rough texture stucco. A large, non-original, roll-up loading door is located on the west façade and the east façade features a non-original, corrugated metal sliding barn door on what appears to be the original track.

An office addition was built onto the north façade of the warehouse between 1962 and 1967. The addition was constructed using standard wood framing covered in stucco and features a low-pitched, gabled, corrugated metal roof with wide, unenclosed eave overhangs. A metal roll-up door and a solid wood door flanked by two aluminum-framed, horizontal sliding windows are located on the north façade. The east and west façades of the addition do not feature any doors or windows.

Between 1967 and 1972, another addition was constructed onto the south façade of the warehouse. The 1967 to 1972 addition was built using substandard wood framing and is covered in stucco. The building does not feature a framed roof, but rather corrugated metal sheets laid over top of heavy wood beams. The south façade of the addition has a large, garage-sized doorway with no door and one metal-framed casement window. The east and west façades do not feature any doors or windows.

❑ Fruit Stand

The fruit stand was built between 1967 and 1972 at the northwest corner of the Project site as a side-gabled retail building clad in stucco with a full-length covered porch area and a shed roof supported by walls on the north and south ends. The roof on the original portion of the building and the porch roof is rolled roofing. The retail portion of the original building features aluminum framed fixed and casement windows on the north façade. The west façade likely originally featured aluminum-framed

windows, but these have since been replaced with vinyl versions. The current doors on the west façade do not appear original and consist of metal-framed, full-light double doors. The south façade of the building features a single solid wood door that leads to a restroom.

Between 1972 and 1976, an addition was constructed onto the east façade of the fruit stand. The addition features a cross-gabled roof covered in composite shingles and a shed-roofed section on the southern end, which is a southward extension of the main gabled roof. The walls of the shed-roofed section are clad in vertical wood siding and windows consist of vinyl-framed horizontal sliders. A set of polyethylene crash doors is located at the eastern end of the south façade of the 1972 to 1976 addition. The walls of the gabled portion of the addition are covered in stucco. The east façade of the gabled portion of the addition features aluminum-framed, horizontal-sliding windows and the north façade features no windows or doors.

4.4.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to cultural resources. One comment was received related to cultural resources from the Native American Heritage Commission (NAHC) on July 22, 2022. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52. Details on tribal consultation for the Project are further discussed in Section 4.12, *Tribal Cultural Resources*, of this EIR.

4.4.3 Regulatory Framework

The following is a summary of the federal, State, and local environmental laws and related regulations governing the protection of cultural resources.

A. Federal

1. National Historic Preservation Act

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources

and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

2. National Register of Historic Places (NRHP)

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. (NPS, 2020a)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past? (NPS, 2020a)

Nominations can be submitted to a SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used by every state. (NPS, 2020a)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, 2020a)

3. National Historic Landmarks Program

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, over 2,600 historic places bear this national distinction. Working with citizens throughout the nation, the NHL Program draws upon the expertise of NPS staff

who guide the nomination process for new Landmarks and provide assistance to existing Landmarks. (NPS, 2021b)

B. State

1. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value."

2. California Code of Regulations Title 14, Section 1427

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value."

3. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)
In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter

into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.)

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

4. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

5. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows:

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*

- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
    - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
    - *Is associated with the lives of persons important in our past;*
    - *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
    - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

According to CEQA Guidelines §15064.5(b), a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines define a substantial adverse change as:

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey

meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or,

(C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

C. Local

1. City of Beaumont General Plan

The City of Beaumont General Plan identifies goals and policies related to cultural resources in the Conservation and Open Space Element. The goals and policies that are applicable to the Project are as follows:

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

- **Policy 8.11.1:** Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

- **Policy 8.11.2:** Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB 52 and SB 18.

- **Policy 8.11.3:** Encourage the preservation of historic (i.e. non-archaeological) resources, when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

- **Policy 8.11.4:** Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5 , Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

4.4.4 METHODOLOGY

BFSA performed an archaeological records search through the Eastern Information Center (EIC) at University of California at Riverside (UCR) on October 22, 2021. In addition, the BFSA research library was consulted for any relevant historical information.

BFSA conducted an intensive pedestrian survey of the Project site on November 8, 2021. The pedestrian survey consisted of a series of parallel transects, spaced at approximately 10-meter intervals. Ground visibility was fair to good across the property and was only hindered by dense vegetation, structures, and machinery. The orchard, single-family residence, warehouse, and fruit stand were identified as historic-age during the survey and were recorded as Temp-1. According to aerial photographs, the orchard was planted in 1950 and the buildings were constructed between 1950 and 1953, 1953 and 1952, and 1967 and 1972, respectively. (BFSA, 2022)

4.4.5 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The Project would result in a significant impact to cultural resources if the Project or any Project-related component would:

a. Cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5;

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;

c. Disturb any human remains, including those interred outside of formal cemeteries.

4.4.6 IMPACT ANALYSIS

***Threshold a:** Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5*

For purposes of CEQA, a historic resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4852). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and or

4) Has yielded, or may be likely to yield, information important to prehistory or history.

As part of the Project-specific Phase I Cultural Resource Survey, through a search of existing records, additional background research, and a pedestrian field survey, BFSA evaluated whether the historic-aged buildings on the Project site (Temp-1) are significant historical resources.

A. Integrity Evaluation

This review is based upon the evaluation of integrity of the buildings followed by the assessment of distinctive characteristics.

1. **Integrity of Location.** Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the buildings or orchard had always existed at their present locations or if they had been moved, rebuilt, or their footprints significantly altered. Historical research revealed that all three historic-aged buildings and the orchard have existed in their current locations since they were built and planted, respectively. Therefore, all historic resources within the property retain integrity of location.

2. **Integrity of Design.** Integrity of design was assessed by evaluating the spatial arrangement of the buildings and any architectural features present.

    a. Orchard: The orchard is currently sparse with large areas of trees missing and several small structures and large vehicles and trailers parked in some of the areas where trees once existed. Due to the loss of many of the trees and the introduction of mobile structures, large vehicles, and trailers, the orchard does not retain integrity of design.

    b. Single-family residence: The single-family residence was originally constructed between 1950 and 1953 in the Minimal Traditional architectural style. At an unknown date, a board and batten addition was constructed onto the south façade and several original windows were replaced. While the window replacement did not alter the form, plan, space, structure, or style of the residence, the board and batten addition did since it introduced additional square footage and utilized materials that are not associated with the Minimal Traditional style. Due to the board and batten addition, the single-family residence does not retain integrity of design.

    c. Warehouse: The warehouse was built on the property between 1953 and 1962 as a utilitarian two-story structure with a single-story, partial open-air section. Between 1962 and 1967, an office addition was constructed onto the north façade of the building and between 1967 and 1972, another addition was built onto the south façade. The building itself is in a state of disrepair with much of the wood framing rotted or broken. Although the warehouse was originally designed as a utilitarian structure and continued to be used as such, the additions altered the original form, plan, space, and structure of

the building since they added additional square footage and utilized materials and construction techniques different than the original building. Therefore, the warehouse does not retain integrity of design.

d. Fruit stand: The fruit stand was built on the property between 1967 and 1972. Between 1972 and 1976, a large addition was constructed onto the east façade of the building. In addition, the modifications made to the building were carried out less than 50 years ago and are therefore not historic. As such, the fruit stand does not retain integrity of design.

3. **Integrity of Setting**. Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features. The orchard and buildings located within the Project boundaries were developed between 1950 and 1972. During that time, the surrounding area consisted of the original orchard, which was planted in 1950, to the east and south. Between 1980 and 1994, a large concrete building pad was built northeast of the residence and an open-air structure was built on the pad. Also at that time, large vehicles and small structures were moved onto the property surrounding the open-air structure and to the east of the residence, resulting in the removal of additional trees in the vicinity. Between 1989 and 1994, another large warehouse was constructed to the east of the fruit stand, which resulted in the removal of additional fruit trees. After 1994, a large area of the orchard between the residence and the warehouse and west of the open-air structure was turned into a gravel parking lot. The open land originally located to the south of the Project was developed between 2006 and 2009 with two large distribution warehouses. Between 2012 and 2013, the portion of the orchard east of the current Project boundary was developed with a large distribution warehouse building. In 2016, the farmland to the west of the property was also developed with a large distribution warehouse building. Due to the loss of many of the orchard trees within the Project, the loss of almost half the original acreage east of the current property, and the industrial development to the north, south, and east, the property as a whole does not retain integrity of setting.

4. **Integrity of Materials.** Integrity of materials was assessed by determining the presence or absence of original materials.

a. Orchard: Aerial photographs indicate that individual fruit trees within the orchard were removed and replaced several times between 1953 and 1994. As such, it is unlikely that any of the individual trees within the orchard are over 50 years of age. Regardless, the sparse nature of the orchard and number of young trees throughout indicates that overall, the orchard no longer retains a majority, if any, of the original trees that were planted in 1950.

b. Single-family residence: Due to the board and batten addition and the replacement windows, the single-family residence does not retain integrity of materials.

c. Warehouse: Because the additions to the warehouse are so large and utilized materials and construction techniques different than the original building, the warehouse does not retain integrity of materials.

d. Fruit stand: The addition to the fruit stand more than doubled the square footage of the building and introduced a cross-gable, wood siding, vinyl windows, and composite shingles where originally there was stucco and rolled roofing. In addition, the new materials are not historic in age. Therefore, the fruit stand does not retain integrity of materials.

5. **Integrity of Workmanship**. Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the buildings or whether the arrangement of the orchard is reflective of the physical evidence of the labor or skill of a particular culture or people in 1950 when it was planted.

a. Orchard: The sparse nature of the orchard and number of young trees throughout indicates that overall, the orchard no longer retains a majority, if any, of the original trees that were planted in 1950. As a result, the orchard is no longer reflective of its 1950 period of development. In addition, the arrangement of the original orchard trees as they were planted in 1950 is not reflective of the labor or skill of any particular culture or people in the 1950s. Therefore, the orchard has never possessed integrity of workmanship.

b. Single-family residence: The original building does not possess any characteristics of the labor or skill of a particular culture or people during the 1950s when it was constructed, nor are the additions reflective of any later characteristics of any specific labor or skill. Therefore, the single-family residence has never possessed integrity of workmanship.

c. Warehouse: The original building features no characteristics that are representative of the labor or skill of a particular culture or people. In addition, none of the additions or modifications are representative of the labor or skill of a particular culture or people. Therefore, the warehouse has never possessed integrity of workmanship.

d. Fruit stand: The fruit stand was built on the property between 1967 and 1972. The original building does not feature any characteristics that are representative of the labor or skill of a particular culture or people that existed in the 1960s or 1970s. Between 1972 and 1976, a large addition was construction onto the east façade of the building. The addition is not historic in age and also does not feature any characteristics

representative of the labor or skill of a particular culture or people. Therefore, the fruit stand has never possessed integrity of workmanship.

6. **Integrity of Feeling.** Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction. As noted previously, the integrity of setting for all three buildings and the orchard has been lost. Due to the current condition of the orchard, the introduction of numerous vehicles and small structures, and the development of the surrounding properties, the property does not retain integrity of feeling.

7. **Integrity of Association.** Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the Beaumont area or the state of California. Historical research indicates that the property is associated with Francis Dowling, Jr., the son of Francis Dowling, Sr. and grandson of Dr. Frank Dowling. Dr. Dowling is considered a pioneer fruit grower in the Beaumont area, but his son and grandson are not. While Francis, Jr. operated a successful orchard at the property after he and his father planted the first trees in 1950, the property itself is not associated with the pioneering efforts of Dr. Dowling and was purchased by Francis, Jr. a decade after the passing of his grandfather. The orchard associated with Dr. Dowling was located at East 14th Street (now Oak Valley Parkway) and Palm Avenue in Beaumont. Therefore, the subject property has never possessed integrity of association.

Based on the preceding, the orchard, single-family residence, warehouse, and fruit stand were determined to only meet one category of the integrity analysis: location. The resources do not retain integrity of design, materials, setting, workmanship, or feeling, and have never possessed integrity of association.

1. CRHR Evaluation

For a historic resource to be eligible for listing on the CRHR, the resource must be found significant at the local, state, or national level, under one or more of the following criteria:

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

  Based on historical research, no significant events could be associated with the current property. Although the property has served as a fruit orchard since 1950, it is not the first or last orchard in Beaumont. Currently, there are at least 15 active orchards located in the vicinity of Beaumont. Because the property could not be associated with any specific historic event, the buildings and orchard are not eligible for designation under CRHR Criterion 1.

- **CRHR Criterion 2: Is the resource associated with the lives of persons important in our past?**

  Historical research indicates that the property is associated with Francis Dowling, Jr., the son of Francis Dowling, Sr. and grandson of Dr. Frank Dowling. Dr. Dowling is considered a pioneer fruit grower in the Beaumont area. While Francis, Jr. operated a successful orchard at the property after he and his father planted the first trees in 1950, the property itself is not associated with the pioneering efforts of Dr. Dowling and was purchased by Francis, Jr. a decade after his grandfather's death. Additionally, the orchard associated with Dr. Dowling was located at East 14th Street (now Oak Valley Parkway) and Palm Avenue in Beaumont. Therefore, the property is not eligible for designation under CRHR Criterion 2.

- **CRHR Criterion 3: Does the resource embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values?**

  - Orchard: Due to the loss of many of the trees and the introduction of mobile structures, large vehicles, and trailers, the orchard no longer retains integrity of design, materials, setting, or feeling and has never possessed integrity of workmanship or association. Although the orchard still embodies characteristics of a fruit orchard (type) in the Beaumont area (region), these characteristics alone are not considered distinctive. In addition, the orchard does not embody distinctive characteristics of any specific historic period due to the lack of mature historic trees within the orchard, as evidenced by barren areas in aerial photographs throughout the years. The original orchard was planted by Francis Dowling, Sr. and Francis Dowling, Jr.; however, neither has been identified as an important creative individual and no unique methods are known to have been utilized in the planting of the original trees or any of those planted after (method of construction). In addition, the orchard does not possess high artistic values. Therefore, the orchard is not eligible for designation under CRHR Criterion 3.

  - Single-family residence: The single-family residence is classified as the Side-Gabled Roof subtype since it is best described as a "simple one-story side-gabled house. The original portion of the single-family residence possesses all of these characteristics, although not all of the windows are double-hung due to having been replaced with aluminum, horizontal-sliding windows or completely infilled. At an unknown date, a board and batten addition was constructed onto the south façade and several original windows were replaced. The addition and the window replacements negatively impacted the building's integrity of design, materials, and feeling, while modifications to the surrounding area impacted the building's integrity of setting. Due to the simple nature of the building, it never possessed integrity of workmanship, and it could not be associated with any significant individuals. As such, due to an overall lack of integrity and having been constructed at the end of the period of significance for Minimal Traditional-style buildings, the single-family residence does not embody distinctive characteristics of a type, period, region, or method of construction; it does not represent the work of an

important creative individual; and it does not possess high artistic values. Therefore, the single-family residence is not eligible for designation under CRHR Criterion 3.

- Warehouse: Although the warehouse was originally designed as a utilitarian structure and continued to be used as such, the additions altered the original form, plan, space, and structure of the building since they added additional square footage and utilized materials and construction techniques different than the originals. As such, the warehouse no longer retains integrity of design, materials, or feeling and never possessed integrity of workmanship or association. As a utilitarian warehouse structure, the building has never possessed distinctive characteristics of a type, period, or method of construction. The building is also not associated with the work of an important creative individual and does not possess high artistic values. Therefore, the warehouse is not eligible for designation under CRHR Criterion 3.

- Fruit stand: Although the building was originally built as a small roadside fruit stand (type) in the late 1960s to early 1970s (period), the modifications made between 1972 and 1976 significantly altered the size and function of the structure and it no longer embodies characteristics of a small southern California roadside fruit stand, nor is the structure representative of the 1967 to 1972 period in which it was constructed. The original method of construction is not unique, the building does not represent the work of an important creative individual, and it does not possess high artistic values. Therefore, the fruit stand is not eligible for designation under CRHR Criterion 3.

- **CRHR Criterion 4: Has the resource yielded, or may be likely to yield, information important to prehistory or history?**

  Because the orchard and buildings are not associated with any significant persons or events and were not constructed or planted using unique or innovative methods, they likely cannot yield any additional information about the history of Beaumont or the State of California. Therefore, the property is not eligible for designation under CRHR Criterion 4.

2. Conclusion

During the field survey, an orchard and three historic-aged buildings were identified within the Project site and subsequently evaluated for historical significance. Based on the preceding, the orchard and buildings were evaluated as not historically or architecturally significant under any CEQA criteria. Therefore, development of the Project site would not impact a historical resource and no impact would occur.

Threshold b: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

As stated previously, the records search indicated that a total of 128 cultural resources have been recorded within a one-mile radius of the project, none of which are located within the subject property. Additionally, 36 previous studies have been conducted within one-mile radius of the Project site, including 3 that intersect the site. All three of the previous studies were conducted for long, linear pipeline or road projects, and only overlapped limited portions of the property. No cultural resources were identified within the Project site as a result of any previous study. During the field survey conducted on November 8, 2021, no cultural resources were observed during the survey, with the exception of the historic-aged structures described in Threshold a, above.

Based on the cultural resources inventory and records search and an intensive pedestrian survey, there are no unique or significant archaeological resources on the Project site. However, due the presence of cultural resources in the area and the presence of historic-aged buildings on the Project site, the potential exists that unidentified significant prehistorical archeological or historic deposits may be present related to the occupation of the site since the 1950s. Therefore, there is a potential to impact buried prehistoric archaeological resources or archeological resources that are historically significant during ground disturbance activities (i.e., grading and excavation activities), which would result in a potentially significant impact.

Threshold c: ***Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site. If, under the unlikely condition, human remains are unearthed during Project ground disturbance activities, the contractor would be required by law to comply with California Health and Safety Code § 7050.5 "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate

disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant.

4.4.7 Cumulative Impact Analysis

The potential for implementation of the Project to contribute to cumulative impacts to historical resources was analyzed in conjunction with other projects located in areas that were once similarly influenced by the historical agricultural industry of the City of Beaumont and the region. The orchard and buildings onsite are not identified as historically significant resources. Furthermore, there are no historically significant structures adjacent to the Project site. Therefore, implementation of the Project has no potential to contribute towards a significant cumulative impact to historical sites and/or resources.

As discussed, under Threshold "b," there are no significant archaeological resources located on the Project site. Impacts to previously undiscovered subsurface archeological resources are typically site specific from ground disturbing activities and generally do not combine to result in cumulative impacts, unless resources are identified immediately adjacent to the Project site. There are no related projects immediately adjacent to the Project site that could combine with Project impacts to cause a cumulative impact. Therefore, cumulative impacts to archaeological resources would be less than significant.

Mandatory compliance with the provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et seq., would assure that all future development projects within the region treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.

4.4.8 Significance of Impacts Before Mitigation

Threshold a: No Impact. No historic resources, as defined by CEQA Guidelines Section 15064.5, are present on the Project site; therefore, no historic resources could be altered or destroyed by construction or operation of the Project.

Threshold b: Potentially Significant Impact. No known prehistoric archeological resources are present on the Project site. Nonetheless, the potential exists for Project-related ground-disturbing activities to result in a direct impact to significant subsurface prehistoric archaeological resources should such resources be discovered during Project-related ground-disturbing activities.

Threshold c: Less Than Significant Impact. In the unlikely event that human remains are discovered during Project ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code §

5097 et seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated, and would preclude the potential for significant impacts to human remains.

4.4.9 MITIGATION

The following mitigation measure addresses the potential for Project construction to impact significant prehistoric archaeological resources that may be present beneath the Project site and that may be discovered during ground-disturbing activities.

MM 4.4-1 Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the archaeologist to the City's Community Development Director stating that a certified archaeologist that meets the U.S. Secretary of Interior Standards has been retained to implement the monitoring program. The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the consulting Native American Tribe(s) Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The certified archaeologist and consulting tribe(s) representative shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.

MM 4.4-2 Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan should be written in consultation with the consulting Tribe[s] and shall include the following: approved mitigation measures, conditions of approval, contact information for all pertinent parties, parties' responsibilities, procedures for each mitigation measure and condition of approval, and an overview of the Project schedule. The monitoring program shall include the following requirements for each phase of ground disturbance:

a) During all ground-disturbing activities, the qualified archaeological and the Native American monitor(s) shall be on-site full time. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

b) In the event that previously unidentified cultural resources are discovered, the qualified archaeologist and Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored ground disturbance activities can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier constructed. The archaeologist shall contact the City and consulting tribe(s) at the time of discovery. The archaeologist, in consultation with the City, the consulting tribe(s), and Native American monitor, shall determine the significance of the discovered resources.

c) A recommendation for the treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the tribe(s) and the Native American monitor and be submitted to the City for review and approval. Treatment and disposition may include full avoidance; preservation in place; reburial in a permanent conservation easement or deed restriction away from future impact areas; or excavation and curation in a facility that meets Federal Curation Standards (CFR 79.1).

d) The City must concur with the evaluation before ground disturbance activities will be allowed to resume in the affected area. For significant cultural resources meeting the definition of a historical resource per CEQA Section 15064.5(a) or a unique archaeological resource per CEQA Section 21083.2(g), a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City before being carried out using professional archaeological methods.

e) Before ground disturbance activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

f) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.

g) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to

the City's Community Development Director for approval and subsequently submitted to the Eastern Information Center, and consulting tribe(s), prior to the issuance of a certificate of occupancy for the first building in each phase of ground disturbance.

4.4.10 Significance of Impacts After Mitigation

Threshold b: Less Than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities associated with implementation of the Project. With implementation of the required mitigation, the Project's potential impacts to important archaeological resources would be reduced to less than significant.

4.5 ENERGY

The analysis in this subsection is primarily based on information contained in a technical report prepared by Urban Crossroads, Inc. titled, "Orchard Logistics Center Energy Analysis," dated March 6, 2023 (Urban Crossroads, 2023c). The technical report is included as *Technical Appendix F* to this EIR. Refer to Section 7.0, *References*, for a complete list of reference sources used in this subsection.

4.5.1 EXISTING CONDITIONS

A. Electricity Consumption

The Project site is located within the service area of Southern California Edison (SCE). SCE provides electric power to more than 15 million people within a service area encompassing approximately 50,000 square miles. SCE generates electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. Under existing conditions, the Project site is occupied by the former Dowling Fruit Orchard.

B. Natural Gas Consumption

The Project site is located within the service area of the Southern California Gas Company (SoCalGas) which is regulated by the California Public Utilities Commission (CPUC). SoCalGas provides service to approximately 5.9 million customers. Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The gas transported to California via the interstate pipelines, as well as some of the California-produced gas, is delivered into SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline system is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields.

C. Transportation Energy/Fuel Consumption

Gasoline and other vehicle fuels are commercially provided commodities. In 2021, the Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year.

4.5.2 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to energy.

4.5.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The applicable MPO for the City of Beaumont is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area. (FHWA, n.d.)

2. The Transportation Equity Act for the 21st Century (TEA-21)

TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

B. State Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report. (Urban Crossroads, 2023c, p. 22)

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while

maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code) was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2019 Standards for building construction, which went into effect on January 1, 2020, improved upon the former 2016 Standards for residential and nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar PV systems, homes built under the 2019 standards will about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code. (CEC, n.d.)

4. California Renewable Portfolio Standards (RPS)

The California Energy Commission (CEC) implements and administers portions of California's Renewables Portfolio Standard (RPS). Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter.

The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and California Air Resources Board (CARB) to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal. (CEC, n.d.)

5. Pavley Fuel Efficiency Standards (AB 1493)

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

6. Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions: (CA Legislative Info, n.d.)

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

C. Local

1. City of Beaumont General Plan

The General Plan identifies goals related to energy materials in the Conservation and Open Space Element. The following goals and policies from the Conservation and Open Space Element applicable to the Project include:

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy load.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1: Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

4.5.4 METHODOLOGY

The impact analysis provided in Subsection 4.5.6, contains an evaluation of the Project's potential impacts on energy consumption. The analysis presented herein details the energy demand associated with Project-related construction equipment, transportation energy demands, and facility energy demands and efficient use of energy as required by CEQA Guidelines Appendix F.

In order to calculate Project energy demands, information from the CalEEMod Version 2022.1 outputs for the Project's Air Quality Impact Analysis (*Technical Appendix C1* to this EIR) was utilized to provide Project-related construction equipment, transportation energy demands, and facility energy demands. Outputs from the annual model runs are provided in Appendices 4.1 through 4.2 of the Project's Energy Analysis (see *Technical Appendix F* to this EIR). Additionally, CARB's EMFAC2021 was used to calculate emission rates, fuel consumption, and VMT for each vehicle class during construction and operational activities. For purposes of analysis, the 2023 and 2024 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Data from the EMFAC2021 model outputs are included in Appendix 4.3 of the Project's Energy Analysis (*Technical Appendix F* to this EIR).

4.5.5 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G and Appendix F of the CEQA Guidelines. According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to energy resources if the Project or any Project-related component would (OPR, 2019):

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.6 IMPACT ANALYSIS

Threshold a:	***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

A. Construction

The Project's construction process would consume electrical energy and fuel. Project-related construction would represent a "single-event" energy demand and would not require on-going or permanent commitment of electricity or fuel resources. Project construction activities are estimated to consume approximately 416,061 kilowatt hours (kWh) of electricity, approximately 69,245 gallons of diesel fuel from operation of construction equipment, approximately 18,039 gallons of fuel from construction worker trips, and approximately 33,441 gallons of fuel from construction vendor and hauling trips. Detailed calculations for all components of the Project's construction energy use are provided in subsection 4.3 of the Project's energy analysis (refer to *Technical Appendix F*).

Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards. In 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment.

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction,

transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. The Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Therefore, impacts would be less than significant.

B. Operation

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

1. Transportation Energy

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. In order to account for the possibility of refrigerated uses (cold storage), 10% of the proposed land uses were assumed to allow for cold storage. Trucks accessing cold storage (24 trucks) were assumed to have transport refrigeration units (TRUs). TRUs are also accounted for during on-site and off-site travel. Annual vehicular trips and related VMT generated by the operation of the Project would result in an estimated annual fuel consumption of 739,479 gallons.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. It should be noted that the State strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and South Coast AQMD is looking to integrate this new technology into large-scale truck operations. The following State strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.

- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.

- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent (28).

- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

The proposed Project would implement project design features such as sidewalks at Prosperity Way and Nicholas Road which would facilitate pedestrian accessibility. In addition, the Project would provide 114 truck trailer parking stalls which would facilitate the loading of trucks on-site. The truck trailer parking stalls, located within the truck service yards, would be separate from the automotive parking stalls for employee safety and accessibility. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems also tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access, which reduces VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative means of

transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

2. On-Site Cargo Handling Equipment

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. On-site cargo handling equipment used by the Project would result in approximately 9,284 gallons of natural gas. On-site equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed operations that are unusual or energy-intensive, and Project on-site equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

3. Facility Energy Demands

Project building operations activities would result in the consumption of electricity and natural gas, which would be supplied to the Project by SCE and SoCalGas, respectively. The Project would result in usage of 12,095,732 kBTU/year of natural gas and 3,860,734 kWh/year of electricity. Refer to subsection 4.4 from the Project's energy analysis (see *Technical Appendix F*) for detailed calculations for all components of the Project's operational energy use.

The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project is consistent with energy conservation goals to reduce per capita energy consumption and reliance on fossil fuels while increasing reliance on renewable energy. As such, Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

Threshold b: ***Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The following section analyzes whether the Project would conflict with or obstruct applicable plans and regulations for renewable energy or energy efficiency.

A. Federal Energy Regulations

1. Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects

that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site.

2. The Transportation Equity Act for the 21st Century (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

B. State Energy Regulations

1. Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2021 IEPR. Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2020 IEPR.

2. State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project, therefore, supports urban design and planning processes identified under the State of California Energy Plan, and would not otherwise interfere with or obstruct, implementation of the State of California Energy Plan.

3. California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. As the Project building construction is anticipated in 2024, it would be required to comply with the Title 24 standards in place at that time. The proposed Project would be subject to Title 24 standards and would not conflict or obstruct implementation of Title 24.

4. California Code Title 24, Part 11, CALGreen

As previously stated, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022 and will become effective on January 1, 2023. The

Project would be required to comply with the applicable standards in place at the time plan check submittals are made and would not conflict or obstruct implementation of CALGreen.

5. Pavley Fuel Efficiency Standards (AB 1493)

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

6. California Renewable Portfolio Standards (RPS)

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

7. Senate Bill 350 (SB 350)

The Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

C. Conclusion

As supported by the preceding analysis, the Project would not conflict with or obstruct any federal or State plans for renewable energy or energy efficiency and a less-than-significant impact would occur.

4.5.7 Cumulative Impact Analysis

Cumulative impacts result if the Project, along with cumulative projects, taken together could result in wasteful, inefficient, or unnecessary use of energy. The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of the SCE and SoCalGas, respectively, described above in Section 4.5.1.

The Project, related projects, and additional forecasted growth in SCE's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. As with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features and comply with applicable regulations including CALGreen and state energy standards under Title 24, which would contribute to minimizing wasteful energy consumption. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. Based on the 2018 California Gas Report, the CEC estimates natural gas consumption within SoCalGas' planning area will be approximately 2,519 million cf per day in 2022 (CEC, 2018). Based on the Project's estimated natural gas consumption of 12,095,732 kBTU/yr the Project would account for approximately 1.3% of SoCalGas' anticipated annual consumption. Although Project development would result in the use of natural gas resources, the use of such resources would be on a relatively small scale, reduced by measures rendering the Project more energy-efficient, and consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, future development projects would be expected to incorporate energy conservation features and comply with applicable regulations including CALGreen and state energy standards under Title 24. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, the Project would consume 69,245 gallons of diesel fuel during construction. The Project's operation would result in an estimated fuel consumption of 739,479 gallons of fuel per year. For comparison, the CEC Transportation Energy Demand Forecast estimates that between 12.3 billion to 12.7 billion gallons of gasoline and 3.7 billion to 4.7 billion gallons of diesel will be consumed in the year 2030. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Therefore, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

As indicated under the analysis of Threshold "b," the Project would not conflict with or obstruct a federal or State plan for renewable energy or energy efficiency. The Project and other new development projects within the cumulative study area would be required to comply with all of the same applicable federal, State, and local regulatory measures aimed at reducing fossil fuel consumption and the conservation of energy. Accordingly, the Project would not cause or contribute to a significant cumulatively considerable impact related to conflicts with a State or local plan for renewable energy or energy efficiency.

4.5.8 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

Threshold b: Less-than-Significant Impact. The Project would not conflict with or obstruct a federal or State plan for renewable energy or energy efficiency and impacts would be less than significant.

4.5.9 Mitigation

Impacts would be less than significant; therefore, mitigation is not required.

4.6 GEOLOGY AND SOILS

This Subsection identifies and evaluates the Project's potential to result in impacts relating to geology and soils. Information presented in this Subsection is primarily based on the following technical reports, which are included in their entirety in Technical Appendices G1, G2, and G3 respectively, of this EIR:

- Southern California Geotechnical (SoCal Geo). 2021a. *Geotechnical Investigation Proposed Industrial Building Nicholas Road, North of West 4th Street Beaumont, California for Trammell Crow Company*. November 22, 2021.

- SoCal Geo. 2021b. *Results of Infiltration Testing Proposed Industrial Building Nicholas Road, North of West 4th Street Beaumont, California.* November 24, 2021.

- Brian F. Smith Associates (BFSA). 2021. *Paleontological Assessment for the Trammell Crow Beaumont Project*. December 8, 2021.

All references used in this Subsection are listed in EIR Section 7.0, *References.*

4.6.1 EXISTING CONDITIONS

A. Geologic Setting

Regionally, the Project lies within the valley of the San Gorgonio Pass fault zone that separates the granitic mountain blocks of the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast. This region of San Gorgonio Pass is characterized by Pleistocene sediments that were shed off the topographic highs of the San Bernardino Mountains and deposited onto the valley floor below by the intermittent flows of several creeks and washes in the valley. (BFSA, 2021)

B. Soil

Two types of geological units were encountered on the Project site during the Geotechnical Report performed by SoCal Geo: artificial fill and alluvium. The characteristics of the soil conditions encountered on the Project site are summarized below. Additionally, one of the seven borings encountered approximately one-inch thick layer of open graded gravel at the ground surface.

1. Artificial Fill

Artificial fill soils were encountered at the ground surface (or beneath the gravel surface), extending from depths 2.5 to 4.5 feet below ground surface (bgs). The artificial fill soils generally consist of slightly cemented, medium dense to dense clayey fine sands, silty fine sands and fine sandy silts, and very stiff fine sandy clays. Possible fill soils were encountered beneath the artificial fill soils at two of the borings, extending to depths of 5.5 to 6.5 bgs. The possible fill soils consist of very stiff fine sandy clay and loose to medium dense silty fine sand. These soils differ in appearance to the near surface

alluvium present at similar depths at the other borings, but also lack obvious indicators of fill, such as a disturbed appearance or artificial debris content.

2. Alluvium

Native alluvium was encountered at the ground surface at one of the borings and beneath the artificial fill and possible fill soils at the remaining borings, extending to at least the maximum depth explored of 50 feet bgs. The near-surface alluvial soils, within the upper 4.5 to 8 feet, generally consist of stiff fine sandy clay and medium dense clayey fine sand. These soils possess slight cementation. At depths greater than 8 feet, the alluvial soils generally consist of medium dense to dense silty fine sand and fine sandy silt. These soils possess trace to some clay and occasional cementation. Occasional layers of medium dense to very dense fine to medium sand, fine to coarse sand and very stiff clayey silt were encountered between depths of 17 to 50 feet bgs.

C. Groundwater

Groundwater was not encountered during the drilling of any of the borings. Based on the lack of any water within the borings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 50 feet at the time of the subsurface exploration. There is a monitoring well located 1,312 feet east of the Project site. Water level readings within this monitoring well indicate a high groundwater level of 226 feet bgs in November 1991, and 149 feet bgs in October 2010.

D. Seismic Hazards

1. Fault Rupture

The Project site is located in an area of southern California that is subject to strong ground motions due to seismic events (i.e., earthquakes). The geologic structure of southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. An active fault is defined by the California Geological Survey as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The Project site is not located within an Alquist-Priolo Earthquake Fault Hazard Zone. Furthermore, the geotechnical investigation did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered to be low.

2. Liquefaction, Lateral Spreading, Settlement

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations.

According to the Riverside County Map My County Portal, the Project site is within a zone of low liquefaction susceptibility. Additionally, due to the absence of shallow groundwater, moderate to high strength native alluvial soils, and historical data showing groundwater depths at more than 100 feet, liquefaction is not considered to be a design concern for the Project. Furthermore, the potential for other geologic hazards such as seismically induced settlement, lateral spreading, and subsidence is also low.

3. Landslides

Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. The Riverside County General Plan – Safety Element – indicates that portions of the Project site may have "low" to "moderate" susceptibility for seismic induced slope instability or landslide potential. (Riverside County, 2019)

4. Tsunamis and Seiches

The site is not located near any ocean or landlocked bodies of water; therefore, tsunamis or seiches are not considered to be a potential hazard to the Project site.

5. Expansion

Laboratory testing performed at the near-surface soils indicates that these materials possess a low expansion potential.

E. Paleontological Setting

1. Regional Setting

Regionally, the Project lies within the valley of the San Gorgonio Pass fault zone that separates the granitic mountain blocks of the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast. This region of San Gorgonio Pass, including the Project, is characterized by Pleistocene sediments that were shed off the topographic highs of the San Bernardino Mountains and deposited onto the valley floor below by the intermittent flows of several creeks and washes in the valley. Most of the Project site is mapped as middle to early Pleistocene (approximately 780,000 to 2.5 million years ago) very old alluvial fan deposits. The deposits are composed of "moderately to well-consolidated, highly dissected boulder, cobble, gravel, sand, and silt deposits issued from a confined valley or canyon". Overlying the very old alluvial fan deposits at the southern fourth of the Project site are the remnants of late to middle Pleistocene (a time span of approximately 11,700 to 780,000 years ago) old alluvial fan deposits, which are described as "slightly to moderately consolidated, moderately dissected boulder, cobble, gravel, sand, and silt deposits". The old and very old Pleistocene alluvial deposits likely overlie deposits of the Pliocene-aged (spanning about 5.5 to 2.5 million years ago) middle member of the San Timoteo Formation. These deposits are exposed in the hills south of the Project site and are known to contain vertebrate fossils in well-indurated, medium- to coarse-grained sandstone that locally contain conglomerate beds several meters thick. (BFSA, 2021)

2. Project Site

A fossil locality records search was performed for the Project by the paleontological collections manager of the Los Angeles County Museum of Natural History (LACM) and no fossil localities were identified within the Project site. However, there are several nearby fossil localities that are from similar sediments near the Project site. The nearest fossil locality, consisting of the remains of a Pleistocene camel (LACM loc. 4135), is located south of Banning, near Beaumont. The next nearest localities (LACM locs. 7618-7622; horse and camel fossils from the San Timoteo Formation) are along the western front of the San Timoteo badlands, east of Gilman Springs Road, about five miles to the southwest.

From published literature, the nearest known Pleistocene-aged fossil locality is about two to three miles north of the Project, between Beaumont and Calimesa, consisting of a specimen of *Bison antiquus*, an extinct species of bison. Another locality is approximately five miles northwest of the Project in the area of Calimesa Boulevard, consisting of the remains of an extinct species of horse, *Equus*. This locality appears to be situated within late to middle Pleistocene old alluvial fan deposits, which are similar to those mapped at the Project site.

Several other fossil vertebrate localities are known in the San Gorgonio Pass region, mostly from the San Timoteo Formation in the San Timoteo Badlands west and south of the Project site. Fossils from the San Timoteo Formation include the remains from a variety of amphibians and reptiles, birds, shrews, ground sloth, rabbits, rodents (including porcupine), two species of sabertoothed cat, dire wolf, horses (*Plesippus* and *Equus* spp.), llama, camels, rhinoceros, and mammoth. A locality approximately three miles southeast of the Project, along Highland Springs Road south of Banning, yielded 2.2-million-year-old plant remains and snail fossils, as well as fish scales and skeletal elements, from the San Timoteo Formation. Plant fossils included willow, oak, magnolia, and water reeds. (BFSA, 2021)

4.6.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to geology and soils.

4.6.3 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations governing issues related to geology, soils, and paleontological resources.

A. Federal

1. Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) was signed into law on March 30, 2009 (Public Law 111-11, Title VI, Subtitle D; 16 U.S.C. §§ 470aaa - 470aaa-11). PRPA directs the Department of Agriculture (U.S. Forest Service) and the Department of the Interior (National Park

Service, Bureau of Land Management, Bureau of Reclamation, and Fish and Wildlife Service) to implement comprehensive paleontological resource management programs. Section 6310 of PRPA specifically states, "As soon as practical after the date of enactment of this Act, the Secretary shall issue such regulations as are appropriate to carry out this subtitle, providing opportunities for public notice and comment." (NPS, n.d.)

B. State

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CA Legislative Info, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CA Legislative Info, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (DOC, n.d.)

Staff geologists in the Seismic Hazards Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced

landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (DOC, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (DOC, n.d.)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CA Legislative Info, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CA Legislative Info, n.d.)

4. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2019, p. 1)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2019, p. 1)

5. Public Resources Code Section 5097.5

The California Public Resources Code (PRC) Section 5097.5 states:

> *A person shall not knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.*

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

C. Local

1. City of Beaumont General Plan

The City of Beaumont General Plan identifies goals and policies related to geology and soils in the Safety Element and the Conservation and Open Space Element. The goals and policies that are applicable to the Project are as follows:

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

- **Policy 9.7.1:** As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

- **Policy 9.7.2:** Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

- **Policy 9.7.5**: Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

- **Policy 8.11.1:** Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

2. City of Beaumont Municipal Code 17.11.040

The City of Beaumont Municipal Code Section 17.11.040 states the requirements applicable to the preparation of a site for development. Site grading requirements shall conform to the Uniform Building Code, Chapter 70, as may be amended by City Ordinance. This section also provides requirements for grading plans, incorporation the preliminary soils report recommendations, compaction report, and inspections.

3. City of Beaumont Building Code

The City of Beaumont Building Code is based on the CBSC and is supplemented with local amendments. The Building Code regulates the construction, alteration, repair, moving, demolition, conversion, occupancy, use, and maintenance of all buildings and structures in the City of Beaumont. The Building Code is included in the City of Beaumont Municipal Code Chapter 15.04.

4.6.4 Basis for Determining Significance

The Project would result in a significant impact related to geology and soils if the Project or any Project-related component would:

a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

   i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

   ii. *Strong seismic ground shaking*

   iii. *Seismic-related ground failure, including liquefaction*

   iv. *Landslides*

b. *Result in substantial soil erosion or the loss of topsoil;*

c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;*

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;*

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water*;

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The above-listed thresholds address the typical, adverse effects related to geology and soils that could result from implementation of the Project. The Initial Study (*Technical Appendix A*) concluded that impacts associated with thresholds a(iii), a(iv), b, and e would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.6.5 IMPACT ANALYSIS

Threshold a: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:***

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

A. Rupture of Known Earthquake Fault

No active or potentially active faults are known to exist at the Project site and the Project site does not lie within any Alquist-Priolo Earthquake Fault Zones (SoCal Geo, 2021a). Because there are no known faults located on or trending towards the Project site, there is no potential for the Project to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture. No impact would occur.

B. Strong Seismic Ground Shaking

Similar to all properties throughout southern California, the Project site is located in a seismically active area and is expected to experience moderate to severe ground shaking during the lifetime of the Project. The Project's buildings will be required by Title 15 of the City's Municipal Code to be constructed in accordance with the CBSC and the City of Beaumont Building Code. The CBSC and City of Beaumont Building Code provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. The CBSC and City of Beaumont Building Code building standards have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Sections 15.04.010 and 17.11.040) requires development projects to evaluate and identify site-specific geologic and seismic conditions. The report must provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems.

As stated, a Geotechnical Investigation was prepared for the Project site, which is included as *Technical Appendix G1* of this EIR. The Geotechnical Investigation complies with the requirements of Chapter 18 of the CBSC and Titles 15 and 17 of the City of Beaumont Municipal Code. In conformance with the CBSC, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Geotechnical Investigation (see Section 6 of *Technical Appendix G1* of this EIR). Recommendations are based on the site seismic parameters to ensure that structures are designed for earthquake induced strong ground motions in accordance with CBSC. Additionally, grading plan review is required to verify that the geotechnical requirements are updated specific to the detailed rough grading plans. With mandatory compliance with these standard and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less than significant.

Threshold c: ***Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

The Initial Study (*Technical Appendix A*) concluded that impacts to liquefaction would be less than significant. As discussed above, the Project site is within a zone of low liquefaction susceptibility. Additionally, the Riverside County General Plan – Safety Element – indicates that portions of the Project site may have "low" to "moderate" susceptibility for seismic induced slope instability, or landslide potential. The potential for potential for other geologic hazards such as lateral spreading and subsidence is also low.

Selected soil samples have been tested to determine their consolidation and collapse potential, in accordance with ASTM D-2435. Results of laboratory testing indicate that the upper 5 to 6 feet of native alluvium possesses unfavorable consolidation/collapse characteristics. The City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's Geotechnical Investigation (*Technical Appendix G1* of this EIR). Recommendations in the Geotechnical Investigation include fill placement, compaction recommended remedial grading that removes all of the existing fill soils and a portion of the near-surface native alluvium, including collapsible/compressible soils, and replacement of these soils with compacted structural fill. Pursuant to CBSC and Beaumont Municipal Code and Building Code, compliance with the Project's Geotechnical Investigation (*Technical Appendix G1* of this EIR) will ensure that potential impacts related to settlement and collapse would be less than significant.

Threshold d: ***Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

According to the Project-specific Geotechnical Investigation (*Technical Appendix G1* of this EIR), onsite soils have an expansion index of 39, correlating with a low expansion potential. Subsection 6 of *Technical Appendix G1* of this EIR requires confirmation testing for expansive soils at completion of

grading pursuant to ASTM D-4829 to ensure that expansive soils would not create a substantial risk to life or property. Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (*Technical Appendix G1* of this EIR) pursuant to CBSC and the Beaumont Municipal Code and Building Code, would ensure that the impacts are less than significant.

Threshold f: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

As discussed above, a paleontological literature review and collections and records search was performed by the LACM. The review did not find any documented paleontological localities (fossil sites) held by the LACM from within the Project site; however, several localities held by the LACM are located within the vicinity of the Project site. Additionally, based on the geologic age of the old and very old alluvial fan deposits mapped at the Project and nearby fossils collected from similar deposits, there is a high potential for significant paleontological resources within the geologic formations mapped at the Project site (BFSA, 2021). Therefore, there is a high probably of encountering paleontological resources during grading activities and impacts to paleontological resources would be significant.

4.6.6 Cumulative Impact Analysis

As noted in the foregoing analysis, all potential Project-related direct and indirect impacts related to geology and soils would be addressed through mandatory conformance with the CBSC, City of Beaumont Municipal Code, other standard regulatory requirements, and the site-specific recommendations identified in the Geotechnical Report contained within *Technical Appendix G1* of this EIR. Potential hazardous effects related to geologic and soil conditions addressed under Thresholds "a," "c," and "d" are unique to the Project site, and inherently restricted to the specific property proposed for development. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) a proposed development project, are specific to conditions on the subject property, and are not influenced or exacerbated by the geologic and/or soils hazards that may occur on other off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties.

The Project's potential to result in impacts to paleontological resources (Threshold "f") is similar to that of other projects located in the region that are underlain by alluvial fan deposits. The Project-specific Paleontological Resource Impact Mitigation Program, required as Mitigation Measures MM 4.6-1 through MM 4.6-3, would ensure Project-specific paleontological impacts are reduced to less than significant. Impacts to previously undiscovered subsurface paleontological resources are typically site specific from ground disturbing activities and generally do not combine to result in cumulative impacts, unless resources are identified immediately adjacent to the Project site. There are no past, present, and reasonably foreseeable future projects adjacent to the Project site (see Figure 4.0-1). Therefore, the Project's contribution to any cumulative impact is not cumulatively considerable.

4.6.7 Significance of Impacts Before Mitigation

Threshold a: Less than Significant Impact. Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project reduces the impact associated with seismic ground shaking to less than significant.

Threshold c: Less than Significant Impact. There is low potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides or lateral spreading. As discussed under Threshold a, above, impacts relating to landslide, lateral spreading, subsidence, and liquefaction would be less than significant. Potential hazards associated with settlement and collapse would be precluded through mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction.

Threshold d: Less than Significant Impact. The Project site contains soils with low expansion potential. Potential hazards associated with expansive soils would be precluded through mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction; therefore, the Project would not create substantial direct or indirect risks to life or property associated with the presence of expansive soil.

Threshold f: Potentially Significant Impact. The Project site is identified as within an area of high Paleontological Sensitivity; therefore, implementation of the Project would result in potentially significant impacts associated with paleontological resources. The Project could result in direct impacts to paleontological resources within the Project site should such resources be discovered during Project-related construction activities.

4.6.8 Mitigation

MM 4.6-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring shall be conducted full-time during any grading or excavation. If it can be demonstrated that grading activities would not encounter undisturbed old and very old alluvial fan deposits, then paleontological monitoring will not be required for those areas specified. Complete grading plans shall be made available to the City of Beaumont and to the paleontologist/paleontological monitor prior to the start of any earth-moving activities phase.

MM 4.6-2 Prior to initiation of any grading and/or excavation activities, a preconstruction meeting shall be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the Project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials.

MM 4.6-3 Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Fossil discovery and salvage shall occur as follows:

a. Notification of fossil discoveries shall be immediately reported by the paleontologist or paleontological monitor to the City of Beaumont, the Project owner or developer, and the consulting company overseeing development of the Project.

b. Paleontological salvage shall be completed with professional standard protocols, as detailed in Section VI, Paleontological Resource Impact Mitigation Program, in *Technical Appendix G3* of this Draft EIR.

c. In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

d. The recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-washing of sediments to recover small invertebrates and vertebrates.

e. The prepared specimens, along with relevant information, shall be curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center in Hemet, California). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. The City of Beaumont may select another repository if it so desires.

f. A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location, shall be prepared. The report, when submitted to, and accepted by, the City of Beaumont, shall signify satisfactory completion of the Project program to mitigate impacts to any potential non-renewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

4.6.9 Significance of Impacts After Mitigation

Threshold f: Less Than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.6-1 through 4.6-3 would ensure the proper identification and subsequent treatment of any significant paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the proposed Project. With implementation of

the required mitigation, the Project's potential impacts to important paleontological resources would be reduced to less than significant. The Project's contribution to cumulative impacts would likewise be reduced to less than significant.

4.7 GREENHOUSE GAS EMISSIONS

The analysis in this Subsection is based on a technical report prepared by Urban Crossroads titled, *Greenhouse Gas Analysis,* dated March 6, 2023, and included as *Technical Appendix H* to this EIR (Urban Crossroads, 2023d). The technical report and analysis in this Subsection assess the proposed Project's potential to generate greenhouse gas (GHG) emissions that could contribute to global climate change and its associated environmental effects.

4.7.1 EXISTING CONDITIONS

A. Introduction to Global Climate Change

Global Climate Change (GCC) is a change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the Project's Greenhouse Gas Analysis will evaluate the potential for the Project to have a cumulatively significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

B. *Greenhouse Gases*

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. For the purposes of this analysis, emissions of CO_2, CH_4, and N_2O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.7-1, *GWP and Atmospheric Lifetime of Select GHGs*. As shown in the table below, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO_2 to 23,900 for Sulfur Hexafluoride (SF_6) and the GWP for the IPCC's 5th Assessment Report range from 1 for CO_2 to 23,500 for SF_6.

Table 4.7-1 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		Second Assessment Report	5th Assessment Report
CO_2	See*	1	1
CH_4	12.4	21	28
N_2O	121	310	265
HFC-23**	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF_6	3,200	23,900	23,500

*As per Appendix 8.A of IPCC's 5th Assessment Report, no single lifetime can be given.
** HFC = Hydrofluorocarbon
Source: (Urban Crossroads, 2023d, Table 2-2)

Provided below is a description of the common gases that contribute to GCC. For more information about these gases and their associated human health effects, refer to Section 2.3 of *Technical Appendix H* to this EIR and the reference sources cited therein.

- Carbon Dioxide (CO_2) is an odorless and colorless GHG that is emitted from natural and artificial sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around

370 ppm, an increase of more than 30 percent. Exposure to CO_2 in high concentrations can cause human health effects, but outdoor levels are not high enough to adversely affect human health.

- Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other artificial sources include fossil-fuel combustion and biomass burning. No human health effects are known to occur from atmospheric exposure to methane; however, methane is an asphyxiant that may displace oxygen in enclosed spaces.

- Nitrous Oxide (N_2O) concentrations began to rise in the atmosphere at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is used as an aerosol spray propellant, (e.g., in whipped cream bottles), in potato chip bags to keep chips fresh, and in rocket engines and in race cars. N_2O can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction. N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause brain damage.

- Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs were first synthesized in 1928 and have no natural source. CFCs were used for refrigerants, aerosol propellants and cleaning solvents. After discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, due to their long atmospheric lifetime, some of the CFCs will remain in the atmosphere for over 100 years.

- Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Out of all GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order largest to smallest), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23 emissions. HFC-134a emissions are increasing due to its use as a refrigerant. No human health effects are known to result from exposure to HFCs, which are used for applications such as automobile air conditioners and refrigerants.

- Perfluorocarbons (PFCs) are primarily produced for aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The U.S. Environmental Protection Agency (EPA) estimates that concentrations of CF_4 in the atmosphere are over 70 ppt. No human health effects are known to result from exposure to PFCs.

- Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (22,800). The EPA indicates that concentrations in the 1990s were about 4 ppt. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

- Nitrogen Trifluoride (NF_3) is a colorless gas with a distinctly moldy odor. The World Resources Institute indicates that NF_3 has a 100-year GWP of 17,200. NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

C. Greenhouse Gas Emissions Inventories

1. Global

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,439 gigagram (Gg) CO_2e, as shown in Table 4.7-2, *Top GHG-Producing Countries and the European Union*. As noted in Table 4.7-2, the United States (U.S.), as a single country, was the number two producer of GHG emissions in 2018.

Table 4.7-2 Top GHG-Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO_2e)
China	12,300,200
Unites States	6,676,650
European Union (28-member countries)	4,232,274
India	2,220,123
Russian Federation	2,100,850
Japan	1,238,343
Total	**28,768,439**

Source: (Urban Crossroads, 2023d, Table 2-3)

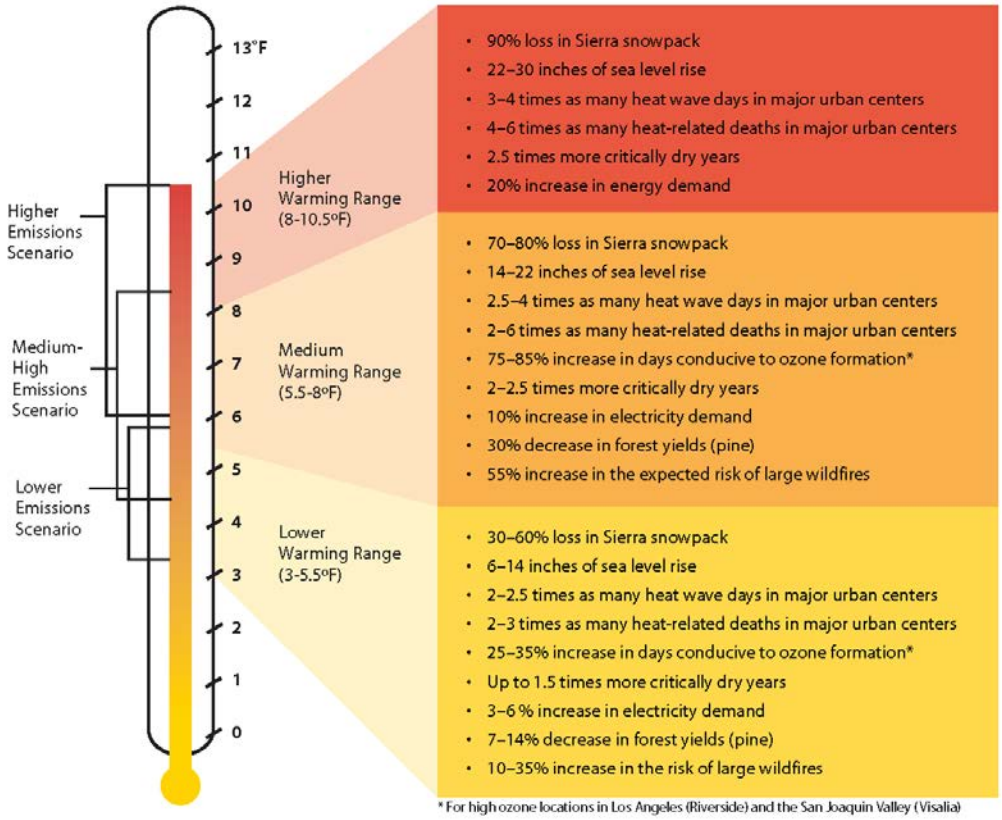
2. State of California

California has significantly slowed the rate GHG emissions growth due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2018 GHG emissions period, California emitted an average 425.3 million metric tons of CO_2e per year ($MMTCO_2e/yr$) or 425,320 Gg CO_2e (6.37% of the total United States GHG emissions). Based on data published by the U.S. Energy Information Administration, California's per capita (9.12 metric tons) GHG emissions are much less than the nationwide per capita (15.8 metric ton) average

D. Effects of Climate Change in California

Climate change will likely cause shifts in weather patterns, potentially resulting in changes in rainfall levels and volumes, resulting in flooding or droughts, increased wildfire risk, impair habitats for threatened and endangered species, and cause food shortages in some areas, among other climate change results. The potential health effects related directly to the emissions of CO_2, CH_4, and N_2O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures could affect disease survival rates and result in more widespread disease. As shown in Exhibit 4.7-1, *Summary of Projected Global Warming Impact, 2070-2099 (As Compared With 1961-1990)*, climate change impacts in California have the potential to include, but are not limited to, the following areas:

Exhbit 4.7-1: Summary of Projected Global Warming Impact, 2070-2099 (As Compared With 1961-1990)



Source: (Urban Crossroads, 2023d, Exhibit 2-A)

1. Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Our Changing Climate: Assessing the Risks to California report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

2. Water Resources

A vast network of artificial reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system from northern California relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, and result in a drier Colorado River, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within several areas including Orange County and the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

3. Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging

gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

4. Effects on Species

GCC has the potential to alter natural ecosystems and biological diversity. As the existing climate throughout California changes, the ranges of various plant and wildlife species could shift or shrink, as rainfall and temperature changes occur. This could result in impacts to the viability of certain species in various habitats throughout the state and of certain threatened and endangered species.

5. Rising Sea Levels

Although not relevant to the Project area, rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

4.7.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. One comment from Californians Allied for a Responsible Economy (CARE CA) was made during the EIR Scoping Meeting that pertains to greenhouse gas emissions. CARE CA expresses interest in construction-related environmental issues such as greenhouse gas emissions.

4.7.3 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. International

1. Intergovernmental Panel on Climate Change

In 1988, the United Nations (U.N.) and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

2. United Nation's Framework Convention on Climate Change (Convention)

On March 21, 1994, the U.S. joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to

expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

3. International Climate Change Treaties

The Kyoto Protocol is an international agreement linked to the Convention. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5% against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2 degrees Celsius (°C) above pre-industrial levels, subject to a review in 2015. The UN Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

On September 23, 2014 more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the U.N. At the Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Parties to the U.N. Framework Convention on Climate Change (UNFCCC) reached a landmark agreement on December 12, 2015 in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.

The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21st session of the UNFCCC Conference of the Parties (COP). Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2°C, while urging efforts to limit the increase to 1.5 degrees;

- Establish binding commitments by all parties to make "nationally determined contributions" (NDCs), and to pursue domestic measures aimed at achieving them;
- Commit all countries to report regularly on their emissions and "progress made in implementing and achieving" their NDCs, and to undergo international review;
- Commit all countries to submit new NDCs every five years, with the clear expectation that they will "represent a progression" beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing $100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address "loss and damage" resulting from climate change, which explicitly will not "involve or provide a basis for any liability or compensation;"
- Require parties engaging in international emissions trading to avoid "double counting;" and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country's NDC (C2ES 2015a) (Center for Climate and Energy Solutions (C2ES), 2015).

On November 4, 2019, the Trump administration formally notified the U.N. that the U.S. would withdraw from the Paris Agreement. It should be noted that withdrawal will be effective one year after notification in 2020. On February 19, 2021, The U.S. officially rejoined the Paris Agreement.

B. Federal

1. Federal Regulation and the Clean Air Act

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding direct and indirect regulations by the federal government concerning GHGs and fuel efficiency.

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (U.S. Court) found that four GHGs, including CO_2, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in section 2.7.1 "Clean Vehicles" in *Technical Appendix H* of this EIR.

2. Mandatory Reporting of GHGs

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the EPA.

C. State

1. Executive Order S-3-05

Then California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector, and do not apply to this Project.

2. Executive Order S-13-08

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy (CNRA 2009) was adopted, which is the "…first statewide, multi-sector, region-specific, and

information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research. This is provided for informational purposes only and does not apply to the Project.

3. Executive Order B-30-15

The GHG reduction target of 40% below 1990 levels by 2030 in this 2015 Executive Order issued by Governor Edmund G. Brown Jr. was subsequently codified in SB 32. It directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of $MMTCO_2e$. The Order also requires the State's climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable for local governments and the private sector and does not apply to this Project.

4. Executive Order S-01-07 – Low Carbon Fuel Standard

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. In particular, the Executive Order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by CEC on December 24, 2007) and was submitted to CARB for consideration as an "early action" item under AB 32. CARB adopted the LCFS on April 23, 2009.

CARB approved the LCFS regulation in 2009 and began implementation on January 1, 2011. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

5. Executive Order B-55-18 and SB 100

SB 100 and Executive Order B-55-18 were signed by Governor Brown in 2018. Before then, 25% of retail energy sales were required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raised California's RPS requirement to 50% renewable resources target by December 31, 2026 and established a 60% target by December 31, 2030. SB 100 also required that retail sellers

and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 established a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directed the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal which does not apply to local governments and the private sector and does not apply to this Project.

6. California Assembly Bill No. 32 (AB 32)

In 2006, the California State Legislature enacted AB 32, the Global Warming Solutions Act, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "GHGs" as defined under AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride (NF_3), has also been added to the list of GHGs. The Act required CARB to determine the 1990 statewide GHG emissions level and approve a statewide GHG emissions limit to be achieved by 2020 by adopting regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. CARB is the state agency charged with monitoring and regulating sources of GHGs.

CARB approved the 1990 GHG emissions level of 427 $MMTCO_2e$ on December 6, 2007. Therefore, emissions generated in California in 2020 were required to be equal to or less than 427 $MMTCO_2e$. Emissions in 2020 in a "business as usual" (BAU) scenario were estimated to be 596 $MMTCO_2e$, which do not account for reductions from AB 32 regulations. At that level, a 28.4% reduction was required to achieve the 427 $MMTCO_2e$ 1990 inventory. In October 2010, CARB prepared an updated BAU 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation was then estimated at 545 $MMTCO_2e$. Therefore, under the updated forecast, a 21.7% reduction from BAU was required to achieve 1990 levels on a statewide basis.

7. California Air Resources Board (CARB) Scoping Plans

The first Scoping Plan was adopted by CARB on December 11, 2008. The 2008 Scoping Plan contained measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32. The First Scoping Plan Update adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs; and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emission limit, established in response to AB 32, are slightly higher at 431 $MMTCO_2e$.

In November 2017, CARB released the 2017 Scoping Plan Update, which implements the 2030 target of a 40% reduction below 1990 levels codified by SB 32. Key programs that the proposed Second

Update builds upon include the Cap-and-Trade Regulation (discussed below), the LCFS, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH_4 emissions from agricultural and other wastes.

The 2017 Scoping Plan Update establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH4, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities, jobs-housing balance and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which includes increasing ZEV buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicles (ZEV) trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH4 and hydroflurocarbon emissions by 40% and anthropogenic black carbon emissions by 50% by the year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.

- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

The 2017 Scoping Plan acknowledges that:

> *[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.*

In addition to the statewide strategies listed above, the 2017 Scoping Plan Update also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO_2e ($MTCO_2e$) or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State's long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible. Alternatively, lead agencies may utilize a performance-based metric using a CAP or other plan to reduce GHG emissions.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) in 2015 and supported by CARB, California, was expected to (and subsequently did) meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and anticipated future GHG-reducing policies. The CALGAPS model showed that, as of 2017, GHG emissions through 2020 could range from 317 to 415 $MTCO_2e$ per year ($MTCO_2e$/yr), "indicating that existing state policies will likely allow California to meet its target [of 2020 levels under AB 32]." CALGAPS also showed that by 2030, emissions could range from 211 to 428 $MTCO_2e$/yr, indicating that "even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32]." CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State's 80% reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050.

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to

"deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

> "The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."
>
> "[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

Additionally on Page 21 in Appendix D, CARB states: "The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future." As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by CARB

for 2000 through 2019. The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target.

- 1990: 427 $MMTCO_2e$ (AB 32 2020 target)
- 2000: 468 $MMTCO_2e$
- 2010: 447.9 $MMTCO_2e$
- 2019: 418.2 $MMTCO_2e$ (2020 target of 427 $MMTCO_2e$ has been met)

8. The Sustainable Communities and Climate Protection Act of 2008 (SB 375)

Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities' strategy or an alternative planning strategy that the CARB accepts as achieving the GHG emission reduction targets.

2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).

3. Incorporates the mitigation measures required by an applicable prior environmental document.

9. Assembly Bill No. 1493 (AB 1943)

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EVs (EV) and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

10. Senate Bill No. 350 (SB 350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.

- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.

- Reorganize the Independent System Operator to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

11. Senate Bill No. 32 (SB 32)/AB 197

On September 8, 2016, Governor Jerry Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. SB 32 builds upon the AB 32 goal and provides an intermediate goal to achieving Executive Order S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

12. Cap-and-Trade Program

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the

path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration. Land use projects such as the proposed Project are not directly subject to the Cap-and-Trade program, however sectors associated with land use development such as energy and fuel usage are deemed covered entities that would indirectly be subject to Cap-and-Trade.

Covered entities that emit more than 25,000 $MTCO_2e$/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 $MTCO_2e$/yr "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or "MRR").

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender "compliance instruments" for each $MTCO_2e$ of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year's compliance obligation by November of each year.

An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program helped California meet its 2020 GHG emissions reduction mandate.

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85% of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with VMT are covered by the Cap-and-Trade Program. In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

13. Title 20 Standards

California Code of Regulations (CCR), Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

14. Title 24 Standards

CCR Title 24 Part 6: California's Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items are listed in Section 2.7.3.3 of *Technical Appendix H* of this EIR.

15. CARB Refrigerant Management Program

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 lbs of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

16. Tractor-Trailer GHG Regulation

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies as discussed in 2.7.1, SmartWay Program, of the *Technical Appendix H* of this EIR. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

17. Phase 1 and 2 Heavy-Duty Vehicle GHG Standards

In 2013, CARB adopted a new regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. In 2011, the EPA adopted their new rule for HDTs and engines. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements begin with model year (MY) 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year HDT vehicles, including trailers.

In February 2019, the OAL approved the Phase 2 Heavy-Duty Vehicle GHG Standards and became effective April 1, 2019. The Phase 2 GHG standards are needed to offset projected VMT growth and keep heavy-duty truck CO_2 emissions declining. The federal Phase 2 standards establish for the first time, federal emissions requirements for trailers hauled by heavy-duty tractors. The federal Phase 2 standards are more technology-forcing than the federal Phase 1 standards, requiring manufacturers to improve existing technologies or develop new technologies to meet the standards. The federal Phase 2 standards for tractors, vocational vehicles, and heavy-duty pick-up trucks and vans (PUVs) will be phased-in from 2021-2027; additionally for trailers, the standards are phased-in from 2018 (2020 in California) through 2027.

18. SB 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA.

On December 28, 2018, the CEQA Guidelines were amended to reference climate change and provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. CEQA Guidelines section 15064.4 affords lead agencies the discretion to determine for each project whether to quantify greenhouse gas emissions and/or rely on a qualitative analysis or performance based standards; in determining the significance of a project's greenhouse gas emissions, the lead agency should consider factors, among others, including (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, (2) the extent to which the project complies with regulations or requirements adopted to implement a regional or local plan for the reduction or mitigation of greenhouse gas emissions.

D. Regional

1. South Coast Air Quality Management District

The South Coast Air Quality Management District (South Coast AQMD) is the agency responsible for air quality planning and regulation in the SCAB. South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the

agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, South Coast AQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the South Coast AQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. However, the document was never finalized. The working group has not provided additional guidance since release of the interim guidance in 2008. The South Coast AQMD Board has not approved the thresholds which remain interim. The interim thresholds consist of a tiered approach. Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions. Tiers 1 through 5 are further discussed in subsection 2.7.4, South Coast AQMD, of the *Technical Appendix H* of this EIR.

Warehouse Indirect Source Rule 2305

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time in this jurisdiction a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must "earn" a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the South Coast AQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year's emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees to have the South Coast AQMD implement measures within

the SCAB. Owners and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.

While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Finally, the WAIRE points expire after 3 years and are based on actions of future operators and are thus temporary and could not be calculated. Therefore, even though the WAIRE program will reduce emissions for warehouse activities in the region, no emission reductions from the WAIRE Program are accounted for in this analysis.

E. Local

1. Sustainable Beaumont (Climate Action Plan)

In 2015, the City of Beaumont developed and approved Sustainable Beaumont, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of greenhouse gas emissions. By promoting the use of energy more efficiently, the City also aimed to stimulate local economic development, job creation, and an improved quality of life. The City's General Plan incorporates the principles of sustainability and environmental responsibility, ensuring compliance with the goals and policies of Sustainable Beaumont.

4.7.4 METHODOLOGY

A. Quantification of Emissions

In May 2022 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.2 of *Technical Appendix H* of this EIR. CalEEMod includes GHG emissions from the following source categories: construction, area sources, energy, mobile, waste, water.

In May 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC 2021) web database for use in SIP and transportation conformity analyses. EMFAC 2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles

that operate on highways, freeways, and local roads in California and is used by the CARB. EMFAC 2021 is incorporated into CalEEMod 2022.1 and thus included in the modeling that is provided in the analysis.

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared.

The South Coast AQMD recommends analyzing direct and indirect Project-related GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, South Coast AQMD has not recommended, and is not requiring, life-cycle emissions analysis.

1. Project Construction Emissions

Construction is expected to commence in June 2023 and will last through October 2024. The construction schedule utilized in the analysis, shown in Table 3-1, *Construction Schedule*, in Section 3.0, *Project Description*, of this EIR, represents a conservative, "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

Construction Equipment

A detailed summary of construction equipment assumptions by phase is provided at Table 3-3, *Construction Equipment Fleet*, in Section 3.0, *Project Description*, of this EIR. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-3 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

2. Project Operational Emissions

Operational activities associated with the Project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: Area Source Emissions; Energy Source Emissions; Mobile Source Emissions; On-site Cargo Handling Equipment Emissions; Transportation Refrigeration Units (TRU) Emissions; Water Supply, Treatment, and Distribution; and Solid Waste.

Area Source Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Natural gas and electricity usage associated with the Project were calculated by CalEEMod using default parameters.

Mobile Source Emissions

The Project related air quality emissions derive primarily from vehicle trips associated with the Project, including employee trips, truck trips, and commercial trips to and from the site associated with the proposed uses.

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTPAs truncate data at their demonstrative borders. This analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[1] & LDT2[2]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. The passenger cars the fleet mix was determined and presented in Table 3-4 of the *Technical Appendix H* of this EIR.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South Coast AQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. As such, an overall truck trip length of 33.39 miles was utilized, as well as an assumption of 100% primary trips for the proposed industrial land uses. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each

[1] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

2 Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

truck type based on information provided by the South Coast AQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1[3] & LHDT2 [4])/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.

On-site Equipment Emissions

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For the Project, on-site modeled operational equipment includes up to two (2) 200 horsepower (hp), non-diesel powered, compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day[5] for 365 days of the year.

TRU Emissions

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 24 trucks (48 truck trips per day) have the potential to include TRUs, which accounts for all truck trips that would be associated with up to 61,000 sf of high-cube cold storage use, as summarized in the Orchard Logistics Center Traffic Analysis (*Technical Appendix L1* to this EIR). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMFAC 2021. EMFAC 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

Water Supply, Treatment, and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

3 Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.
4 Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.
5 Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

Solid Waste

Industrial land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

4.7.5 Basis for Determining Significance

The criteria used to determine the significance of potential Project-related GHG impacts are taken from The City has not established local CEQA significance thresholds for GHG as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from the Initial Study Checklist in Appendix G of the State *CEQA Guidelines* (14 CCR of Regulations §§15000, et seq.). Based on these significance criteria, a project would result in a significant impact related to GHG if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

However, CEQA Guidelines Section 15064.4(a) further states, ". . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance-based standards."

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1**: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

- **Consideration #2**: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

- **Consideration #3**: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how these goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Section 15064.4 thus provides options for determining whether GHG emissions are significant. It does not establish a threshold of significance or require that a numeric threshold of significance be used. If lead agencies require quantification, they have the discretion to establish significance thresholds for their respective jurisdictions, and, in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).

Based on the foregoing guidance, the City of Beaumont has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MT CO_2e per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The 3,000 MT CO_2e per year threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the South Coast AQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their *CEQA & Climate Change* white paper. A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MT CO_2e per year, South Coast AQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The South Coast AQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by South Coast AQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the South Coast AQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MT CO_2e per year. The South Coast AQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MT CO_2e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO_2e per year threshold for residential/commercial uses was proposed by South Coast AQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MT CO_2e per year threshold was developed and recommended by South Coast AQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). South Coast AQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the South Coast AQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all South Coast AQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by South Coast AQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the South Coast AQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MT CO_2e per year threshold, then Project-related GHG emissions would clearly have a less-than-significant impact. On the other hand, if Project-related GHG emissions exceed 3,000 MT CO_2e per year, the Project would be considered a substantial source of GHG emissions.

4.7.6 IMPACT ANALYSIS

Threshold a: ***Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

A. Construction

For construction phase Project emissions, GHGs are quantified and amortized over 30 years, the economic life of a development project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 4.7-3, *Amortized Annual Construction Emissions*.

Table 4.7-3 Amortized Annual Construction Emissions

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e[6]
2023	468.00	0.02	0.01	0.18	472.00
2024	685.00	0.03	0.03	0.60	694.00
Total GHG Emissions	1,153.00	0.05	0.04	0.78	1,166.00
Amortized Construction Emissions	**38.43**	**1.67E-03**	**1.33E-03**	**0.03**	**38.87**

Source: (Urban Crossroads, 2023d, Table 3-3)

B. Operation

The annual GHG emissions associated with the operations of the Project would result in direct and indirect emissions of CO_2, CH_4, and N_2O and would not generate other GHGs of sufficient quantity to affect the analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Project-related GHG emissions were quantified with CalEEMod, which relies upon vehicle trip rates and Project-specific land use data to calculate emissions. As shown in Table 4.7-4, *Project GHG Emissions*, the annual GHG emissions associated with the operation of the Project are estimated to be approximately 9,731.28 MT CO_2e per year. The Project operational phase emissions are from operation of the proposed land use, off-road equipment used for daily operations, and from Project-related vehicle trips. The primary source of Project-related emissions would be from mobile-source emissions generated from the Project-related mobile source (70%). The next largest sources of emissions would be from energy usage (20%). It should be noted that the estimate of mobile

[6] CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into the CO_2e by multiplying the individual GHG by the GWP.

source emissions is based on the assumption that the Project will add new truck trips (40 miles each way), rather than redistribute existing truck trips. Therefore, the mobile source GHG emissions are likely overstated. Project GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold; therefore, the Project generates greenhouse gas emissions that may have a significant impact on the environment. Impacts related to GHG emissions are considered significant.

Table 4.7-4 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	38.43	0.00	0.00	0.03	38.87
Mobile Source	6,574.00	0.16	0.69	9.32	6,794.00
Area Source	12.40	< 0.005	< 0.005	0.00	12.70
Energy Source	1,894.00	0.17	0.01	0.00	1,901.00
Water Usage	199.00	4.60	0.11	0.00	347.00
Waste	51.20	5.11	0.00	0.00	179.00
Refrigerants	0.00	0.00	0.00	10.30	10.30
TRU Source					353.73
On-Site Equipment					94.68
Total CO_2e (All Sources)	**9,731.28**				

Source: (Urban Crossroads, 2023d, Table 3-6)

Threshold b: ***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

A. Impact Analysis

The City approved Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions in 2015, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. As shown in Table 4.7-5, *Consistency of Sustainable Beaumont Goals*, the Project would not conflict with the applicable goals.

Table 4.7-5 Consistency of Sustainable Beaumont Goals

Sustainable Beaumont Goal	Consistency
Goal 1: Increase energy efficiency in existing residential units.	**Not Applicable**, the Project does not include existing residential land uses therefore this goal does not apply.
Goal 2: Increase energy efficiency in new residential development.	**Not Applicable**, the Project does not propose new residential land uses therefore this goal does not apply.
Goal 3: Increase energy efficiency in existing commercial units.	**Not Applicable**, the Project does not include any existing commercial development, therefore this goal does not apply.
Goal 4: Increase energy efficiency in new commercial development.	**No Conflict**, the Project would comply with applicable provisions of the California Building Energy Efficiency Standards and applicable mitigation measures that would improve energy efficiency.
Goal 5: Increase energy efficiency through water efficiency.	**No Conflict**, the Project would be required to comply with the applicable Model Water Efficient Landscape Ordinance (MWELO) and would include drought-tolerant plant materials. Additionally, the Project would reduce water usage through the incorporation of low flow toilets, urinals, and bathroom faucet (see mitigation measure MM 4.7-1).
Goal 6: Decrease energy demand through reducing urban heat island effect.	**No Conflict**, the Project will incorporate light-colored building materials that would reduce heat reflection in accordance with the Section 140.3(a) of the California Building Code. The Project would also plant a total of 194 trees on-site including 13 36’ box and 181 24’ box trees.
Goal 7: Decrease GHG emissions through reducing vehicle miles traveled.	**No Conflict**, the Project will incorporate a TDM program as required by mitigation measure MM 4.7-4.
Goal 8: Decrease GHG emissions through reducing solid waste generation.	**No Conflict**, the Project will comply with AB 939 which requires diversion of a minimum of 50 percent of solid waste from landfills.
Goal 9: Decrease GHG emissions through increasing clean energy use.	**No Conflict**, The Project will incorporate solar photovoltaic solar panels (see mitigation measure MM 4.7-1).

Sustainable Beaumont Goal	Consistency
Goal 10: Decrease GHG emissions from new development through performance standards.	**No Conflict**, although the City has not implemented a GHG screening table, the Project is consistent with and implements GHG screening tables that have been adopted by the County of Riverside.

Source: (Urban Crossroads, 2023d, Table 4-2)

According to SCAG's *2020-2045 RTP/SCS*, employment within Riverside County in 2019 is approximately 812,800 jobs with an anticipated increase to approximately 1,063,800 jobs by 2045, a growth of approximately 251,000 jobs. The jobs created by the proposed Project (738 jobs) represent a nominal percentage (0.29%) of the anticipated increase in jobs, and therefore, would not result in long-term operational employment growth that exceeds planned growth projections in the RTP/SCS or the AQMP, or result in employment growth that would substantially add to traffic congestion. Additionally, the Project would comply with the policies set forth in the 2020-2045 RTP/SCS and the City of Beaumont General Plan by reducing vehicle trips and VMT, increasing the use of alternative fuel vehicles, and improving energy efficiency. Accordingly, impacts regarding the Project's potential to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG emissions and generation of GHG emissions were determined to be less than significant.

4.7.7 Cumulative Impact Analysis

Implementation of a development project could contribute to global climate change through direct emissions of GHGs from on-site area sources and vehicle trips generated by the project, and indirectly through offsite energy production required for on-site activities, water use, and waste disposal. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis consistent with the requirements outlined in CEQA Guidelines 15064(h)(3). As discussed, incorporation of mitigation would contribute in minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MT CO_2e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant.

4.7.8 Significance of Impacts Before Mitigation

Threshold a: Significant Impact. Project GHG emissions would exceed the 3,000 MT CO_2e per year threshold. Therefore, impacts are significant.

Threshold b: Less-than-significant Impact. The Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG emissions. Therefore, impacts are less than significant.

4.7.9 MITIGATION

MM 4.7-1 Prior to the issuance of building permits, the Project Applicant shall provide documentation to the City as part of the plan check process, demonstrating that the Project shall install measures listed below. Implementation of these measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.

- Enhanced window insulation (0.4 U-factor, 0.32 SHGC);
- Duct insulation (R-6);
- A 500kW (kilowatt) solar photovoltaic (PV) system that is expected to generate approximately 825,000 kilowatt-hours (kWh) per year;
- High efficiency HVAC (EER 15/80% AFUE or 8 HSPF); and
- High efficiency lights (>50% of fixtures) to reduce energy usage.
- Weather-based irrigation control systems combined with drip irrigation.
- Low flow toilets, urinals, and bathroom faucets to reduce water usage.

MM 4.7-2 All landscape equipment (e.g. leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered.

MM 4.7-3 All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.

MM 4.7-4 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) Program detailing strategies for reducing the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

MM 4.7-5 Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2.

MM 4.7-6 Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle (EV) charging stations required by the CCR Title 24.

MM 4.7-7 Prior to the issuance of building permit, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for future installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to tractor trailer parking spaces in logical locations onsite to facilitate future electric truck charging. Conduit shall be installed between the electrical room and the loading docks to facilitate the use of electric plug in TRUs.

MM 4.7-8 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units (TRUs).

MM 4.7-9 Prior to the start of construction activities, the Project Applicant, or its designee, shall ensure that all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the Project Applicant establishes to the satisfaction of the City of Beaumont (City) that Tier 4 Final equipment is not available. An exemption from these requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the extent feasible. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County. In order to meet this requirement to demonstrate that such equipment is not available, the Project Applicant must seek bids/proposals from contractors of large fleets, defined by the California Air Resources Board as, "A fleet with a total max hp (as defined below) greater than 5,000 hp." In addition, this should not be limited to Riverside County but statewide. In the event that Tier 4 Final equipment is not feasible, then Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.

MM 4.7-10 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the

building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

4.7.10 Significance of Impacts After Mitigation

Threshold a: Significant and Unavoidable Direct and Cumulatively-Considerable Impact: The mitigation measures MM 4.7-1 and MM 4.7-10 above are all designed to reduce GHG emissions attributable to the Project. However, most are not quantified because the CalEEMod model does not account for emission reductions attributable to these items, and therefore the extent of GHG reductions is uncertain. For example, the CalEEMod model does not provide reductions achieved via the implementation of EV charging systems. In addition, the requirement for non-diesel outdoor cargo handling equipment is too vague to provide insight into potential GHG reductions. Therefore, Table 4.7-6, *Project GHG Emissions with Mitigation*, shown below is a conservative forecast of GHG emissions and the Project is likely to be less than the total shown in Table 4.7-6.

As shown in Table 4.7-6, the annual GHG emissions associated with the operation of the Project with the implementation of mitigation measures are estimated to be approximately 9,561.28 MT CO_2e, which exceeds the 3,000 MT CO_2e per year threshold.

Table 4.7-6 Project GHG Emissions with Mitigation

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	38.43	0.00	0.00	0.03	38.87
Mobile Source	6,574.00	0.16	0.69	9.32	6,794.00
Area Source	0	0	0	0	0
Energy Source	1,766	0.16	0.01	0.00	1,772
Water Usage	183.00	4.21	0.10	0.00	318.00
Waste	51.20	5.11	0.00	0.00	179.00
Refrigerants	0.00	0.00	0.00	10.30	10.30
TRU Source					353.73
On-Site Equipment					94.68
Total CO_2e (All Sources)	**9,561.28**				

Source: (Urban Crossroads, 2023d, Table 4-1)

No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained above, the Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000 MTCO_2e threshold. There are no additional measures available that would further reduce emissions because the majority of the

Project's emissions come from mobile sources which are regulated by the State and not the City of Beaumont.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following analysis in this Subsection is based on the Phase I Environmental Site Assessment prepared by Haley & Aldrich, Inc (hereinafter, "Haley & Aldrich) The referenced Haley & Aldrich report is titled "ASTM Phase I Environmental Site Assessment Dowling Property 38021 Highway 60 Beaumont, California," December 2021 (Haley & Aldrich, 2021), which is included as *Technical Appendix I* to this EIR. Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

For purposes of this EIR, the term "hazardous material" is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous materials include chemical, biological, flammable, explosive, and radioactive substances. Hazardous materials generally apply to certain raw materials or products, purchased from outside suppliers, that are stored and used at a facility. These materials can result in the generation of hazardous waste.

Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency [USEPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called "Listed Wastes" and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

The Phase I ESA assessed the potential for Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) and Historical Recognized Environmental Conditions (HRECs) in connection with the Project site. RECs, CRECs and HRECs are defined as follows:

- RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs.

- CRECs are defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidence by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place

subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

- HRECs are defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

4.8.1 Existing Conditions

Under existing conditions, the Project site is developed with the former Dowling Fruit Orchard with an abandoned produce store and sheds on the northwestern corner of the site. Various types of fruit trees that are no longer cultivated or irrigated are present on the undeveloped portion of the Project site as well as disturbed plowed fallow land between plantings. Dowling Fruit Orchard is now closed.

A. Historical Review, Regulatory Records Review, and Field Reconnaissance

Based on a review of historical uses and regulatory records and field reconnaissance, there is no evidence of any RECs, CRECs, or HRECS on the Project site.

The former Beaumont Sanitary Landfill is located directly south of the Project site. The landfill is a former burn site that was operated between 1962 and 1969, at which time it became a cut and fill operation until November 1970. Landfill gas probes and perimeter gas probes are monitored approximately every two months for total VOCs using a photoionization detector; the Department of Water Resources reports indicate that total VOC measurements in the gas probes are generally below 20 parts per million. The presence of the adjacent former landfill is considered to be a CREC since it is being maintained and monitored by the County of Riverside Department of Waste Resources and based on groundwater monitoring data collected between 2017 and 2020. Details on the review and reconnaissance are provided below.

1. Historical Review

In order to determine the historical use of the Project site, various documents were reviewed, including historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) collection of regulatory database records, city directories, historical site occupants, and historical site ownership records. Refer to *Technical Appendix I* of this EIR for a more detailed description of the research results.

The historical review of the Project site and surrounding properties revealed the area was vacant and undeveloped land in the 1930s through 1940s. By the 1950s, aerial photographs and topographic maps showed the Project site as an orchard. In the 1960s, two structures (office building and residence)

appeared on the western border of the Project site. In the 1970s, aerial photographs and topographic maps showed the current produce market building onsite. By the 1980s to present, additional outbuilding/sheds were built, and the City directories listed the Project site occupants as Dowling Fruit Orchard, Statewide Towing and Recovery, Pappy's Bait & Tackle Shop, BJ Rice, and AW Palmer.

2. Regulatory Records Review

A review of federal, State, and local environmental records databases was conducted to identify properties near the Project site with reported environmental issues. A summary of the research results is provided below; a detailed description of the environmental record review results is included in *Technical Appendix I* of this EIR.

The Project site is listed in the California Environmental Reporting System Hazardous Waste (CERS Haz Waste) with violations including failure to maintain active EPA ID number, failure to maintain employee training records, failure to obtain permit to store hazardous waste for longer than 90 days, and failure to properly label hazardous waste. The site was inspected by the Riverside County Department of Environmental Health (RCDEH) and releases were not reported. Therefore, the listing is not considered a REC. The Project site is also listed in the HAZNET, HWTS, RCRA NonGen/NLR databases as a generator of hazardous waste (other organic solids and off-specification, aged, or surplus organics). However, no releases or violations were reported. Therefore, these listings are not considered a REC.

Several sites were listed in the database report within the applicable search radii or identified in regulatory records reviews. Given their location with respect to the Project site (distance from the site, location of the site relative to inferred groundwater flow, subsurface utilities and building levels, etc.), or their status (closed out release, etc.), several of the sites are not likely to adversely affect the Project site and are not discussed herein; sites adjacent to the Project site and sites that have had the potential to impact the Project site are discussed below.

- Wolverine Worldwide, located at 1020 Prosperity Way (adjacent to the west of the Project site), is listed under the Federal Resource Conservation and Recovery Act (RCRA) Non-Generators (NonGen/NLR). The site is a former generator of hazardous waste with no releases or violations; therefore, the listing is not considered a REC.

- Icon Health & Fitness, located at 650 Nichols Road (adjacent to the east of the Project site), is listed under the RCRA NonGen/NLR. The site is a former generator of hazardous waste with no releases or violations; therefore, the listing is not considered a REC.

- CJ Foods Manufacturing, located at 415 Nicholas Road (adjacent to the south of the Project site), is listed under CERS Haz Waste and CERS. The site is listed is due to generation and storage of hazardous waste. Violations exist but appear minor/administrative. Releases are not reported; therefore, the listing is not considered a REC.

- Rudolph Foods Company, located at 920 W. 4th Street (adjacent to the south of the Project site), is listed under Solid Waste Landfill (SWL/LF), California Integrated Water Quality System (CIWQS), and CERS. This listing was identified as a solid waste landfill due to the adjacent Beaumont Sanitary Landfill. The site is listed due to handling and storage of hazardous materials. Violations exist but appear minor/administrative. Releases were not reported; therefore, the listing is not considered a REC.

3. Field Reconnaissance

Reconnaissance of the Project site was conducted on October 26, 2021, which included observations of the accessible interior areas of onsite buildings, common areas, office spaces, mechanical areas and the exterior portions, parking lot, and property boundaries. Three 55-gallon drums of used oil, oil filters, and antifreeze were observed within a concrete containment structure; however, evidence of staining or leaking was not observed. Pesticides are stored in a storage shed in 1-gallon containers. Two 55-gallon drums, two 20-gallon drums, and three 10-gallon drums of oil were observed on a wooden pallet within one of the warehouse buildings; however, evidence of staining or leaking was not observed. Three unlabeled drums were observed on a concrete pad in a maintenance area; however, evidence of staining or leaking was not observed.

Several aboveground storage tanks (ASTs) were observed at the Project site. Mr. Dowling indicated that these ASTs were all used for storing water and that an empty diesel AST observed had only been on the property for two weeks and belonged to a neighboring property. Additionally, evidence of staining or leaking was not observed. Three windmills are located on the Project site which were previously used during cold weather to circulate air within the orchard. Mr. Dowling indicated that the windmills have not been used in over 20 years and were previously fueled with gasoline. He also indicated that one of the windmills was fueled from the top of the windmill. The other two windmills contain an approximately 40 gallon above ground belly-tank reservoir to store gasoline at the base of the windmills. Evidence of staining or leaking was not observed associated with these windmills.

Two onsite groundwater wells were observed onsite with one being in use for irrigation and potable water supply and one currently not in used. There are also two onsite septic systems: one adjacent to the residential structure and one south of the market building. An above ground hoist used for vehicle maintenance contains hydraulic fluids were found onsite. The hoist is situated on a concrete pad and evidence of staining or leaking was not observed. A diesel generator was observed on a trailer situated on a concrete pad. Mr. Dowling indicated that the generator has never been used or filled with diesel and no staining or leaking were observed. No environmental concerns were identified during the field reconnaissance.

B. Airport Hazards

There are no airports within the City of Beaumont. The nearest airport is the Banning Municipal Airport, located approximately eight miles east of the Project site. The Project site is not located within the Airport Influence Area Boundary (RCALUC, 2004).

C. Wildland Fire Hazards

According to the RCIT and the California Department of Forestry and Fire Protection (CalFire), and as shown in Figure 4.13-1, *Fire Hazard Severity Zones*, the Project site is not located within Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State responsibility area (SRA). However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA (Cal Fire, 2022).

4.8.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. One comment from Californians Allied for a Responsible Economy (CARE CA) was made during the EIR Scoping Meeting that pertains to hazards and hazardous materials. CARE CA expresses interest in construction-related environmental issues such as onsite soil contamination.

4.8.3 Regulatory Framework

Hazardous materials and hazardous wastes are regulated by various federal, State, and local regulations to protect public health and the environment. This section summarizes the overall regulatory framework governing hazardous materials management that is applicable to the Project.

A. Federal

1. Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA" or "Superfund"), provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the Environmental Protection Agency (EPA) was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed (EPA, 2019a).

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies (EPA, 2019a).

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional

enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA) as the national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. (EPA, 2019a).

2. Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA, 2019c).

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program (EPA, 2019c).

3. Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property" (OSHA, n.d.).

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, n.d.)

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement (OSHA, n.d.).

4. Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous

material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property (OSHA, n.d.).

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials (OSHA, n.d.).

5. Occupational Safety and Health Act

Congress initially passed the Occupational and Safety Health Act (OSH) in 1970 to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions (EPA, 2019d).

In order to set and enforce workplace safety and health standards and to establish standards for workplace health and safety, the Act also created the Occupational Safety and Health Administration (OSHA) and National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states (EPA, 2019d).

6. Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint (EPA, 2019e).

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.

- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons (EPA, 2019e).

B. State

1. Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973, California has operated an occupational safety and health program in accordance with Section 18 of the federal OSH. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace (OSHA, 2017).

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses (OSHA, 2017).

2. California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Cal. Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure

its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (CA Legislative Info, 1972).

3. California Code of Regulations, Titles 5, 17, 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements related to hazardous materials and hazardous waste. CCR Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. CCR Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, CCR Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22" (DTSC, 2020).

4. California Government Code Section 51178

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per California Government Code (CGC) § 51178, a local agency may, at its discretion, exclude from the requirements of § 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of § 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of § 51182 are necessary for effective fire protection within the new area. According to § 51182, such changes made by a local agency shall be final and shall not be rebuttable by CalFire.

C. Local

1. Local Permitting Requirements

The aforementioned federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations.

The CUPA associated with the Project site is the RCDEH. RCDEH is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Department maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week (RCDEH, 2020)

The CUPA also oversees the two Participating Agencies (Corona Fire and Riverside Fire) that implement hazardous materials programs within the County (RCDEH, 2020).

2. City of Beaumont General Plan

The General Plan identifies goals related to hazards and hazardous materials in the Safety Element. The goals and policies that are applicable to the Project are as follows:

Goal 9.4: A City that is protected from the effects of natural and man-made disasters.

- **Policy 9.4.5:** Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

- **Policy 9.6.6:** Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure of to the property line, whichever is closer) to reduce the risk of fires. For structures located within the Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

- **Policy 9.6.7:** Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

- **Policy 9.6.8:** Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification areas shall be located within the project site and shall be clearly delineated on grading plans.

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

- **Policy 9.7.1:** As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most

recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

- **Policy 9.7.5:** Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

Goal 9.10: A City that is prepared for the potential impacts of climate change.

- **Policy 9.10.2:** Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:
    - Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
    - Support and incentivize, as feasible, energy efficiency and weatherization programs.
    - Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
    - Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

- **Policy 9.10.3:** Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:
    - Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
    - Use of water conservation measures in new development beyond current requirements.
    - Installation of recycled water use and graywater systems.

Goal 9.11: A City with minimized risk associated with hazardous materials.

- **Policy 9.11.2:** Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal as a condition of a project, subject to review by the County Environmental Health Department.

- **Policy 9.11.5:** Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.

3. City of Beaumont Local Hazard Mitigation Plan

The City of Beaumont's Local Hazard Mitigation Plan (LHMP) is a plan that the City reviews, monitors, and updates approximately every five years to reflect changing conditions and new information regarding hazards faced by the City of Beaumont. The most current version is dated June 2012 (City of Beaumont, 2012). The LHMP addresses hazards associated with wildfire, flooding, earthquakes, extreme weather, insect infestation, hazardous materials incidents, blackout, transportation incidents, pipeline incidents, toxic pollution, nuclear incidents, civil unrest, and terrorism within the City of Beaumont. The LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, and identifies mitigation shortcomings, provides future mitigation planning and maintenance of the existing LHMP. The LHMP mitigation measures include: a vulnerability assessment of City facilities, incorporation of LHMP policies and goals into the City of Beaumont General Plan, dissemination of information pertaining to the City's Emergency Response Procedures, and public awareness training (City of Beaumont, 2012)

4.8.4 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XI of Appendix G to the CEQA Guidelines, the Project would result in a significant impact to hazards and hazardous materials if the Project or any Project-related component would:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;*

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;*

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;*

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Initial Study (*Technical Appendix A*) concluded that impacts associated with Thresholds c, e, and f would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.8.5 IMPACT ANALYSIS

Threshold a:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***
Threshold b:	***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Implementation of the Project would result in the construction and long-term operation of industrial uses. The Project would have the potential to expose workers on-site, the public, and/or the environment to a substantial hazard if there are any hazards or hazardous materials on the Project site or if hazardous materials are used/stored, manufactured/shipped on the Project site during construction or long-term operation. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment during any stage of the Project.

A. On-site Conditions

As discussed in Section 4.8.1, there are no RECS, CRECS, or HRECS associated with the Project site. However, the adjacent former Beaumont Sanitary Landfill, located directly south of the Project site, is considered a CREC. Vapor migration risk was conducted to determine whether off-site properties had the potential to contaminate the Project site, through movement of hazardous substances or petroleum products in any form (e.g., solid, liquid, or vapor). The assessment evaluated whether off-site properties have documented:

1. Chlorinated volatile organic compound (VOC) contamination located within 100 feet of the Project site, or

2. Volatile petroleum hydrocarbon contamination within 30 feet of the Project site.

Based on records review, it is unlikely that a potential source of vapor migration exists beneath the Project site. Groundwater is reported to be encountered at a depth of 125 feet below ground surface in the vicinity of the Project site. Tetrachloroethylene (PCE) and Trichloroethylene (TCE) were not detected in groundwater samples collected beneath the Project site during the most recent sampling event in 2019. Additionally, the most recent low-level detections of PCE and TCE in groundwater adjacent to the Project site are an order of magnitude less than the San Francisco Regional Water

Quality Control Board Environmental Screening Levels[1] (ESLs) of 2.8 and 7.5 ug/L, respectively, for vapor intrusion into a commercial/industrial building (Haley & Aldrich, 2021).

Since the Project site was previously used as an active fruit orchard and historically, some agricultural sites have utilized pesticides that are currently considered a health risk and no longer used. As part of the Project's Phase I ESA, near surface soil samples were collected from the site and were analyzed for organo-chlorinated pesticides and arsenic. Results showed that organo-chlorinated pesticides and arsenic were not detected above regional screening levels (residential or industrial) in the soil samples tested. Based on this laboratory testing, the historical agricultural use onsite is not considered an environmental concern.

Therefore, the existing site condition does not represent an environmental concern associated with hazards or hazardous materials. Grading and hauling of on-site soils would have no hazardous risk to the public or the environment through the routine transport, use or disposal of hazardous materials; and there would be no risk of upset or accident conditions involving the release of hazardous materials into the environment.

B. Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. Heavy equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. These materials would not be used in such quantities or stored in such a manner out of the ordinary for construction projects of this type, or in a manner so as to pose a significant safety hazard to onsite construction workers or the general public. Construction contractors would be required to comply with all applicable federal, State, and local occupational safety and health requirements, and all laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC. With mandatory compliance of applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase.

[1] The San Francisco Regional Water Quality Control Board ESLs are used in southern California and are conservative screening levels used to screen for potential risk from vapor intrusion. These commercial/industrial ESLs are based on a cancer risk threshold of 1 x 10-6 and a United States Environmental Protection Agency groundwater to indoor air default attenuation factor of 0.001. Typically, a cancer risk threshold of 1 x 10-5 is used as the acceptable cancer risk threshold to assess whether exposure to estimated indoor air concentrations may pose an unacceptable cancer risk for occupational receptors (i.e., a commercial/industrial land use). Therefore, comparison to ESLs is conservative.

Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Thus, impacts due to construction activities would not cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be less than significant impact. Therefore, temporary construction-related impacts would be less than significant.

C. Impact Analysis for Long-Term Operation

The Project site would redevelop the existing abandoned fruit orchard with a warehouse building totaling 610,000 square feet. The future occupants of the proposed buildings are not yet known. However, the Project is designed to house warehouse distribution tenants. Operation of the proposed Project may involve the use of small amounts of hazardous materials, such as industrial cleansers, greases, and oils for cleaning and maintenance purposes, common to all urban developments. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City; and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. General cleaning activities on-site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products.

Exposure of people or the environment to hazardous materials during operation of the Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. It is possible that vendors may transport hazardous materials to and from the Project; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to US EPA and State DTSC regulations applicable to accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a licensed hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project site. Laws also are in

place that require businesses to plan and prepare for possible chemical emergencies through preparation of a Hazardous Materials Inventory and a Hazardous Materials Business Plan. Any businesses that occupy the buildings on the Project site and that handles/stores substantial quantities of hazardous materials (as defined in § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to prepare and comply with Hazardous Materials Inventory and a Hazardous Materials Business Plan, which requires immediate reporting to the RCDEH and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

The RCDEH implements the Hazardous Materials Business Plan for the County. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of emergency-response personnel, such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts.

If businesses that use or store hazardous materials occupy the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper transport, use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project are less than significant.

Threshold d:	***Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.

- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.

- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.

- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from Water Board.

- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the CalEPA, the Project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CalEPA, 2022, accessed). The Project site is listed in the California Environmental Reporting System Hazardous Waste (CERS Haz Waste) with violations including failure to maintain active EPA ID number, failure to maintain employee training records, failure to obtain permit to store hazardous waste for longer than 90 days, and failure to properly label hazardous waste. The site was inspected by the Riverside County Department of Environmental Health (RCDEH) and releases were not reported. Therefore, the listing is not considered a REC. The Project site is also listed in the HAZNET, HWTS, RCRA NonGen/NLR databases as a generator of hazardous waste (other organic solids and off-specification, aged, or surplus organics). However, no releases or violations were reported. Therefore, these listings are not considered a REC and do not represent an environmental concern; impacts are less than significant.

Threshold g: ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

According to the RCIT and the California Department of Forestry and Fire Protection (CalFire), and as shown in Figure 4.13-1, *Fire Hazard Severity Zones*, the Project site is not located within Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State responsibility area (SRA). However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA (Cal Fire, 2022).

The Project currently consists of buildings associated with the former Dowling Fruit Orchard and various types of fruit trees and disturbed plowed fallow land between plantings. The Project would result in the development of the Project site with industrial buildings that would remove the vegetation which would reduce the presence of fuel in the event of a wildfire. In addition to an overall reduction of vegetative fuel at the Project site, development would increase the buffer distance between open space and adjoining industrial uses. The Project's proposed design features, which include asphalt

roads and parking stalls, and a fully irrigated landscape, would reduce the risk of wildfire at the Project site. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The internal waterlines are required to supply sufficient fire flows and pressure to meet the demands required for the Project's interior fire sprinkler systems for all the Project's proposed structures. Additionally, all Project related plans will be reviewed and approved by the City of Beaumont and Riverside County Fire Department to ensure the safety of future Project occupants and structures. The development of the Project site would not facilitate the spread of wildfire and create or exacerbate offsite fire risk. Accordingly, impacts due to wildland fires would be less than significant. Refer also to Section 4.13, *Wildfire*, of this Draft EIR for an analysis of the Project's potential to exacerbate wildfire impacts.

4.8.6 Cumulative Impact Analysis

As discussed above under the responses to Thresholds "a" and "b," the Project's construction and operation would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the RCDEH. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials would be mitigated for each development and would not result in a cumulatively considerable impact.

The Project site is not located on the list of hazardous materials sites compiled pursuant to Government Code § 65962.5; therefore, the Project has no potential to contribute to substantial, cumulative effects related to the development or re-development of contaminated property.

As discussed above under Threshold "g," the development of the Project site would not facilitate the spread of wildfire and create or exacerbate offsite fire risk. Additionally, all development in the area would require review and approval by the City of Beaumont and Riverside County Fire Department to ensure the safety of future Project occupants and structures. Therefore, cumulative impacts associated with wildfire would be less than significant.

4.8.7 Significance of Impacts Before Mitigation

Threshold a and b: Less than Significant Impact. During Project construction and operation, mandatory compliance to federal, State, and local regulations would ensure that the proposed Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous materials and to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Threshold d: No Impact. The Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

Threshold g: Less than Significant Impact. The development of the Project site would not facilitate the spread of wildfire and create or exacerbate offsite fire risk.

4.8.8 Mitigation

Impacts would be less than significant; therefore, mitigation is not required.

4.8.9 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

4.9 HYDROLOGY AND WATER QUALITY

This Subsection identifies and evaluates the Project's potential to have adverse hydrology and water quality effects. The following analysis is based on information obtained from the technical report entitled, *Preliminary Drainage Report for Orchard Logistics Center*, prepared in June 3, 2022 by Huitt-Zollars, Inc. (Huitt-Zollars, 2022a) (*Technical Appendix J1* to this EIR); the *Preliminary Water Quality Management Plan*, prepared in June 3, 2022 by Huitt-Zollars, Inc. (Huitt-Zollars, 2022b) (*Technical Appendix J2* to this EIR). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.9.1 EXISTING CONDITIONS

A. Regional Setting

The Project site is within the Santa Ana River Watershed, which is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB) (RCIT, 2021). According to the SARWQCB, the Santa Ana River Watershed covers a land area of 2,840 square miles between Los Angeles and San Diego. The Santa Ana River headwaters originate in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. (SAWPA, 2018)

B. Existing Setting

Existing drainage patterns direct runoff to four discharge points. Discharge Point (DP) 1 is on the northeast corner of the lot. Discharge Point 2 is on the south mid area of the lot. Discharge Point 3 is on the southwest corner of the lot. Discharge Point 4 is on the northwest corner of the lot. Runoff from DP-1 is directed to San Timoteo Creek Reach 3, 2, & 1A; Santa Ana River Reach 4 & 3; and Prado Flood Control Basin. Runoff from DP's 2-4 is directed to detention basins at Distribution Way and W 4th St. After detention, runoff is discharged to the existing stream south of W 4th St. From the stream, runoff is directed to San Timoteo Creek Reach 3, 2, & 1A; Santa Ana River Reach 4 & 3; and Prado Flood Control Basin, and ultimately discharges into the Pacific Ocean. (Huitt-Zollars, 2022a)

C. Flooding

According to Federal Emergency Management Agency (FEMA), the Project site is wholly located on Flood Insurance Rate Map (FIRM) No. 06065C0811G (dated August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with area of 0.2% annual chance flood (FEMA, 2008).

D. Water Quality

The Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act, CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section

303(d) of the CWA. The Project site's receiving waters include the Santa Ana River Reaches 1, 2, 3. and 4, San Timoteo Creek Reach 1A, 2, and 3 and Prado Flood Control Basin. Downstream of the Project site, the Santa Ana River watershed is included on the CWA's Section 303(d) list of impaired waters because of excessive concentrations of seven (7) pollutants ("Pollutants of Concern"), including pathogens, copper, lead, salinity, total dissolved solids (TDS), chlorides, and nutrients. (Huitt-Zollars, 2022b)

E. Seiches and Tsunami Hazards

Seiches are standing waves oscillating in a body of water that are caused when strong winds and rapid changes in atmospheric pressure push water from one end of a water body to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. In a similar fashion, earthquakes, tsunamis, or severe storm fronts may also cause seiches along ocean shelves and ocean harbors. Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the sea. In the depths of the ocean, tsunami waves do not dramatically increase in height, but as the waves travel inland, they build up to higher and higher heights as the depth of the ocean decreases. In and near the City of Beaumont, there are no open reservoirs, lakes, or other large bodies of water; therefore, and there is no risk to the City and the Project site from seiches. The Project site is located more than 40 miles northeast of the Pacific Ocean; therefore, the potential for a tsunami to affect the Project site is also non-existent due to distance.

4.9.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to hydrology and water quality.

4.9.3 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations related to hydrology and water quality.

A. Federal

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man- made ditches. Individual homes that are

connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2020e)

B. State

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2014)

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

2. California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the

Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

3. Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, must comply by 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. (DWR, 2019). As noted above, the Upper Santa Ana Valley – San Timoteo Groundwater Basin in which the Project site is located is a very low priority basin and management action is voluntary based on the Sustainable Groundwater Management Act regulations. (DWR, 2021)

4. National Pollutant Discharge Elimination System Construction General Permit

Pursuant to Section 402(p) of the CWA, which requires regulations for permitting of certain stormwater discharges, the State Water Resources Control Board (SWRCB) has issued a statewide general NPDES Permit for stormwater discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ[1]. Under this Construction General Permit, stormwater discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Storm Water Pollution Prevention Plan (SWPPP) that includes a site evaluation and assessment, BMPs to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels (NALs) according to the Risk Level for the site, as

[1] NPDES No. CAS000002, Water Quality Order 2009 0009 DWQ, SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent, and other documents), as well as annual reports, Notice of Terminations, and NAL exceedance reports, must be electronically submitted to the SWRCB and the permit fee mailed to the SWRCB for Construction General Permit coverage.

C. Regional

1. Water Quality Control Plan for the Santa Ana River Basin

The SARWQCB Water Quality Control Plan for the Santa Ana River Basin Plan (Basin Plan) was originally adopted in 1995 and has been subsequently amended through June 2019 (SARWQCB, 2019). The Basin Plan is designed to preserve and enhance water quality and to protect the beneficial uses of all regional waters. Specifically, the Basin Plan: 1) designates beneficial uses for surface and subsurface waters (groundwater); 2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's anti-degradation policy; 3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; 4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and 5) provides an overview of water resource management studies and projects which are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

The Basin Plan establishes or designates beneficial uses and water quality objectives for all the ground and surface waters in the region. Beneficial uses are the uses of water necessary for the survival and well-being of humans, plants, and wildlife. These uses serve to promote the tangible and intangible economic, social, and environmental goals. Water quality objectives are the levels of water quality constituents or characteristics that must be met to protect beneficial uses. The Basin Plan for the Santa Ana River Basin also establishes an implementation program that describes the actions that the SARWQCB and others must achieve and maintain for the designated beneficial uses and water quality objectives of the region's waters.

Water bodies that do not meet water quality standards are deemed "impaired" and, under Section 303(d) of the CWA, are placed on a list of impaired waters for which a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety" included). Once established, the TMDL is allocated among current and future pollutant sources to the water body. TMDLs must consider and include allocations to both point sources and non-point sources of listed pollutants.

2. National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit

On January 29, 2010, the SARWQCB issued the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District (RCFC&WCD), the County

of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033, which remains in effect until the effective date of a new permit, regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and Best Management Practices (BMPs) to achieve the water quality standards in receiving waters. The City of Beaumont, as a co-permittee is responsible for implementing MS4 permits in Region 8.

D. Local

1. City of Beaumont General Plan

The General Plan identifies goals related to water quality throughout its elements. The goals and policies that are applicable to the Project are as follows:

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

- **Policy 7.4.1:** Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

- **Policy 7.4.3:** Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

- **Policy 7.5.1**: Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

- **Policy 7.5.3**: Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

- **Policy 7.5.4**: Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

- **Policy 7.5.5**: Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

- **Policy 7.5.9**: Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

2. City of Beaumont Municipal Code

The City of Beaumont Municipal Code identifies policies related to stormwater runoff management. The specific Municipal Code policy that is relevant to the Project is as follows:

> **Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls.** The purpose of this chapter is to protect the health, safety, and welfare of the public by: 1) reducing pollutants in stormwater discharges to the maximum extent practicable; 2) regulating illicit connections and discharges to the storm drain system; and 3) regulating non-stormwater discharges to the storm drain system. The intent of this chapter is to protect and enhance the water quality of watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the federal CWA, the State Porter-Cologne Water Quality Control Act, and the conditions of any NPDES permit applicable to the City.

4.9.4 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality and includes the following threshold questions to evaluate the Project's impacts on hydrology and water quality. Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. Impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study (*Technical Appendix A*) concluded that impacts associated with thresholds c(i), c(iv), and d would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.9.5 IMPACT ANALYSIS

Threshold a: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

A. Construction-Related Water Quality Impacts

Construction-related activities have the potential to result in impacts to water quality. The grading and construction phases would require the disturbance of surface soils and removal of the existing vegetation cover. During the construction period, grading activities would result in exposure of soil to storm runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which could be conveyed to the storm. drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and potentially result in the impairment of downstream water sources.

Construction activities for the Project would occur over an area of more than one acre. Therefore, the Project is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Construction impacts due to Project development would be minimized through compliance with the NPDES Construction General Permit. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, and disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property.
Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. The intent of the BMPs is to slow stormwater runoff and allow sediment to fall out of the stormwater and be captured on site rather than drain into the receiving waters. Mandatory

compliance with the SWPPP would ensure that implementation of the Project would not result in a violation of any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

B. Post Development Water Quality Impacts

Under existing conditions, the Project site is developed with the former Dowling Fruit Orchard with an abandoned produce store and sheds on the northwestern corner of the site. The development of the Project and associated improvements would result in the conversion of existing on-site permeable surfaces to impermeable surfaces. The water runoff from impervious surfaces, including the proposed building, roadways, and parking lot, have the potential to carry a variety of pollutants. A "pollutant of concern" is water pollutant that is also an impairment to the receiving water body. Based on the Project-specific WQMP, potential water pollutants that could be generated from the Project site in its post-development condition include the following:

- Bacterial Indicators
- Metals (parking lots and loading docks)
- Nutrients (landscaping)
- Pesticides and herbicides (landscaping)
- Toxic Organic Compounds (TOCs)
- Sediments (landscaping)
- Trash & Debris (waste container and parking lots)
- Oil & Grease (parking lots and loading docks)

These pollutants may lead to the degradation of stormwater quality in downstream water bodies. It should be noted that there would be a reduction in sediments with implementation of the Project as landscaped areas, impervious surfaces, and BMPs would reduce suspended sediment in runoff compared to the existing condition. Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a specific area that reaches a receiving water. As such, potential water quality impacts are related to the increase in the peak runoff, new urban uses, and the sensitivity of the receiving water. The primary receiving waters for runoff from the Project site are Santa Ana River Reaches 1, 2, 3. and 4, San Timoteo Creek Reach 1A, 2, and 3 and Prado Flood Control Basin. Santa Ana River – Reach 4 is impaired by salinity, TDS, chlorides, pathogens; Santa Ana River – Reach 3 is impaired by copper, lead, and pathogens; Prado Basin is impaired by nutrients and pathogens; and Santa Ana River – Reach 2 is impaired by pathogens.

The Municipal Separate Storm Sewer System (MS4) Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff. The effectiveness of stormwater quality controls is primarily based on two factors: (1) the amount of runoff that is captured by the controls; and (2) the selection of BMPs to address identified pollutants of concern. Selection and numerical sizing criteria for new development treatment controls are included

in the MS4 Permit. As part of the MS4 Permit, a Stormwater Management Plan (SWMP) will be prepared to include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of storm water discharged to the storm drains.

As previously noted, a WQMP is required to reduce or eliminate water pollution caused by runoff that flows from stormwater drainage systems into receiving waters. A Project-specific Preliminary WQMP was prepared for the Project (included in *Technical Appendix J2* of this EIR) to identify appropriate BMPs for the Project. A Final Project-specific WQMP that is in substantial conformance with the approved Preliminary Project-specific WQMP shall be approved by the City prior to the issuance of grading permits. As identified in the Project's Preliminary WQMP, low-impact development (LID) BMPs (e.g., bioretention and gravel filtration trench) are proposed to detain stormwater on-site. Additionally, the Project's Preliminary WQMP identifies site-design and structural and non-structural source-control BMPs that would be implemented for the Project.

The Project site would be divided to two drainage management areas (DMA): DMA A & DMA B. DMA A runoff originating from the site's parking lots, driveways, and roof drains will be directed to nine catch basins and conveyed to the proposed bioretention basin. DMA B low flow runoff originating from the site's southwest parking lots and driveways will be directed to a gravel filtration trench for treatment. Overflow from the bioretention basin and gravel filtration trench will be conveyed by the proposed outlet to the existing 42-inch public storm drain lateral C-4 on Prosperity Way. (Huitt-Zollars, 2022b)

Source-control BMPs would also be incorporated into the Project to reduce the pollutants released into the environment. Source-control BMPs are permanent, structural features that would be included in Project plans and operational BMPs that would be implemented by the site's occupant or user. Table 4.9-1, *Permanent and Operational Source Control BMPs*, lists source-control BMPs that are incorporated into the Project.

By complying with the NPDES permit and WQMP requirements, the Project would ensure effective control of and would not provide substantial additional sources of polluted runoff to receiving waters. Mandatory compliance with regulatory requirements for the protection of water quality would ensure that the Project does not violate any water quality standards or waste discharge requirements during operation. Therefore, water quality and waste discharge impacts associated with operation of the Project would be less than significant.

Table 4.9-1 Permanent and Operational Source Control BMPs

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site Storm Drain Inlets	Mark with "Only Rain in the Drain"	Maintain/inspect regularly, owner shall provide educational material to occupants on stormwater pollution prevention, include in lease agreements to not allow discharge into storm drains
Loading Docks	Loading docks shall be inspected on a weekly basis to help ensure that any trash and debris are collected prior to being washed into the storm drain system. All stormwater runoff from the loading dock areas will be discharged to a bioretention basin. Basin overflow will be conveyed to the public storm drain system. Documentation of loading dock inspection/maintenance shall be kept by the owner in perpetuity	Move loaded and unloaded items indoors as soon as possible
Fire Sprinkler Test	Underground fire protection service and fire sprinklers test will be provided per the uniform fire code and the requirements of Riverside County	Provide a means to drain fire sprinkler test water to the sanitary sewer
Plazas, sidewalks, and Parking Lots	Documentation of such sweeping shall be kept by the owner in perpetuity. Frequency of sweeping shall be adjusted as needed to maintain a clean site	Sweep regularly and prevent litter from accumulating (no cleaning agents or degreasers discharging to storm drain system)
Trash Storage Areas	Trash storage areas shall be paved with an impervious surface designed not to allow run-on from adjoining areas. Trash storage areas shall be designed to divert runoff from adjoining roofs and pavements from the surrounding area and screened or walled to prevent off-site transport of trash. Trash dumpsters (containers) shall be leak proof and have attached covers and lids	Adequate number of receptacles shall be provided. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous materials" signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available onsite

Source: (Huitt-Zollars, 2022b, Table G.1)

Threshold b: ***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

A. Groundwater Supply

The Project's potable water would be provided by the Beaumont-Cherry Valley Water District (BCVWD). The BCVWD is the potable water supplier for the City of Beaumont, the City's SOI, and the unincorporated community of Cherry Valley, which is outside the City's SOI. According to the BCVWD 2020 Urban Water Management Plan (UWMP), BCVWD provides potable water from two local groundwater sources: Beaumont Basin and Edgar Canyon. The Beaumont Basin provides between 80 and 85 percent of the potable water available to the City annually and Edgar Canyon provides between 15 and 20 percent of the potable water available to the City annually (BCVWD, 2021).

It should be noted that the Project site was included in the list of planned development projects within BCVWD's 2020 UWMP, which demonstrated that BCVWD has adequate water supplies under normal year, single-dry year, and multiple-dry year conditions through the year 2045. At the time the 2020 UWMP was prepared, the BCVWD anticipated that the Project site would be developed with a land use density of 50 equivalent dwelling units (EDUs) or 24,350 gallons per day (gpd) and 27.3 acre-feet per year (afy)[2] (BCVWD, 2021, Table 3-7). The Project is expected to result in a total water demand of 21,924[3] gpd (24.6 afy) or 45.1 EDUs, which is less than the 50 EDUs planned for in BCVWD's UWMP. Therefore, groundwater supplies needed for Project development have been planned for and impacts would be less than significant.

B. Groundwater Recharge

The BCVWD augments its groundwater supplies at the Beaumont Basin with imported water from the State Water Project provided by the San Gorgonio Pass Water Agency, which is recharged at BCVWD's approximately 80-acre recharge facility located on the east side Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard. This site has long-term percolation rates around 7 to 10 acre-feet per acre per day, with proper maintenance. Additionally, BCVWD has two active stream diversion locations with Edgar Canyon (Little San Gorgonio Creek). Currently, the BCVWD diverts streamflow in Edgar Canyon to a series of percolation ponds which recharge the shallow wells in Edgar Canyon. (BCVWD, 2021) The Project site is located approximately 2.75 miles southwest of the groundwater recharge facility for the Beaumont Basin and is located approximately 0.60 mile southeast of Little San Gorgonia Creek. Therefore, the Project site is not within the recharge areas for the Beaumont Basin or Edgar Canyon and would not substantially affect groundwater recharge. Excavation that would result in the interception of existing aquifers or penetration of the existing water

[2] BCVWD's 2020 UWMP determines EDUs based on 0.546 AFY/EDU or approximately 487 gal/EDU/day.
[3] Indoor water demand factor based on 1 employee per 1,500 sf of warehouse/office space and 15 gpd per employee (610,000/1,500 = 407 employees*15 gpd/employee = 6,100 gpd). Outdoor water demand is based on the maximum allowed water allowance of 5,775,708 gpy or 15,824 gpd and 17.73 AFY as provided in the Landscape Plan (Figure 3-9 of this EIR). Total water demand = 6,100 gpd + 15,824 gpd = 21,924 gpd or 24.6 afy

table is not proposed or anticipated. Additionally, the Project includes design features that would maximize the percolation of on-site storm water runoff into the groundwater basin, such as bio-retention basin and permeable landscape areas. Accordingly, buildout of the Project with these design features would not interfere substantially with groundwater recharge or impede sustainable groundwater management of Beaumont Basin. As such, based on the foregoing analysis, the Project is not anticipated to substantially interfere with groundwater recharge and impacts would be less than significant.

Threshold c:	***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***
	ii substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
	iii create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Project's proposed grading, earthwork activities, and the addition of impervious surfaces on the Project site would alter the site's existing interior drainage characteristics. The Project's Preliminary Drainage Report (*Technical Appendix J1* to this EIR) analyzes the allowable 100-year flow discharge rate at existing conditions and compared it to the proposed Project conditions. Results from the analysis showed that the proposed post-development 100-year flow rate would be less than the existing conditions. All proposed onsite surface drainage and storm drain components are sized adequately for 100-year storm event. (Huitt-Zollars, 2022a) Therefore, the proposed storm drainage system would ensure that the Project would result in a reduction in and therefore would not result in a substantial increase in rate or amount of runoff that would result in on- or off-site flooding or exceed existing or planned stormwater systems.

As discussed above, compliance with the NPDES permit and WQMP requirements would ensure the Project would provide effective control and would not provide substantial additional sources of polluted runoff to receiving waters. Accordingly, the Project would not create or contribute runoff that would result in flooding on- or off-site or exceed the capacity of the existing or planned stormwater drainage system. Impacts would be less than significant. Furthermore, with implementation of the Project's LID and during construction activities, SWPPPs, the Project would not contribute substantial amounts of polluted runoff that could adversely affect the downstream bodies of water.

Threshold e:	***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

As discussed above, the Project site is within the purview of the SARWQCB; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a Project-specific SWPPP and WQMP and

by installing and maintaining BMPs. As stated, implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and no impacts would occur.

Under the SGMA passed in 2014 (California Water Code Section 10729[d]), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP) (DWR, 2020a). As previously discussed, the Project site is within the Upper Santa Ana Valley – San Timoteo Groundwater Basin, which is categorized as a "very-low priority" basin; therefore, the Upper Santa Ana Valley – San Timoteo Groundwater Basin is not subject to the requirements of SGMA (DWR, 2021). Accordingly, the Project is not anticipated to conflict with or obstruct implementation of a sustainable groundwater management plan. No impacts would occur.

Furthermore, with implementation of the Project's LID and, during construction activities, SWPPPs, the Project would not contribute substantial amounts of polluted runoff that could adversely affect the underlying groundwater basin. Additionally, as previously discussed in the response to Threshold "b," the Project would not interfere substantially with groundwater recharge. As such, the Project would not conflict with any water quality control plans or sustainable groundwater management plans, and no impacts would occur.

4.9.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the vicinity of the Project site as well as other projects located within the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin.

Project construction and the construction of other development projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and sedimentation, to the Santa Ana River Watershed. As discussed under Thresholds "a" and "e," pursuant to the requirements of the State Water Resources Control Board and the SARWQCB, all construction projects that disturb one (1) or more acre of land are required to obtain a NPDES permit and obtain coverage for construction activities. To obtain coverage, an effective site-specific, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the SARWQCB's Santa Ana River Basin Water Quality Control Program, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements would ensure that development project within the Santa Ana River Watershed, including the Project, would not contribute substantially to water quality impairments during construction; therefore, the Project would not contribute to a cumulatively considerable impact.

Operational activities on the Project site would be required to comply with the Project's WQMP to minimize the amount of waterborne pollution discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations for surface water or groundwater. Additionally, as stated above, the City's entitlement process and City's General Plan Policy 7.5.5 requires new development and redevelopment projects prepare WQMPs to ensure no adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. Accordingly, operation of the Project would not have a cumulatively-considerable contribution to any cumulative water quality effects.

As discussed under Threshold "b," the Project site is under the purview of the BCVWD, which provides potable water services to the City, the City's SOI, and the community of Cherry Valley. BCVWD's water supply comes from two groundwater basins, Edgar Canyon and Beaumont Basin. The Project is consistent with BCVWD's UWMP and there are no components of the Project that would conflict, on a direct or cumulative basis, with BCVWD's Groundwater Management Plan policies. Additionally, although the development of the Project would add impervious surfaces to the Project site, the Project would not directly interfere with groundwater recharge for the BCVWD because the Project site is not within the recharge area for Edgar Canyon and Beaumont Basin. The Project incorporates design features that would allow surface runoff to infiltrate into the groundwater basin. As discussed above, other development projects would similarly be required to incorporate design features that facilitate percolation (e.g., through minimum landscaped/permeable area requirements, water quality/detention basins, infiltration basins). Also, as previously noted, implementation of the Project would not result in substantial adverse effects to local groundwater supplies or groundwater recharge. Thus, no component of the Project would obstruct with or prevent implementation of the management plan for the Beaumont Basin and other development projects within the Beaumont Basin would be prohibited from any activity that would endanger the health and sustainability of the groundwater basin. Based on the lack of impacts to groundwater, the provision of design measures that would facilitate percolation, and compliance with applicable Beaumont Basin management plans, cumulative development would not result in a considerable, adverse effect to local groundwater supplies.

Construction of development projects within the Santa Ana River Watershed would alter existing ground contours throughout the basin, which would result in changes to the basin's existing drainage patterns. Construction of other development projects within the Santa Ana River Watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed above in Threshold "c," the Project would not result in a substantial increase in

rate or amount of runoff that would result in on- or off-site flooding or exceed existing or planned stormwater system or result in additional sources of polluted runoff. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

Furthermore, as discussed in the response to Threshold "e," the Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans on a direct basis. As such, the Project would also have no potential to conflict with such plans on a cumulative basis; no cumulatively-considerable impact from the Project related to conflicts with water quality control plans or sustainable groundwater management plans would result.

4.9.7 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Through compliance with the NPDES permits and the implementation of the required SWPPP during construction activities and the implementation of BMPs from the Project-specific WQMP during long-term operation, the Project would result in less than significant surface water and groundwater quality impacts and would not violate any water quality standards.

Threshold b: Less-than-Significant Impact. BCVWD has sufficient water supplies to serve the Project site and existing and future commitments under normal year, single-dry year, and multiple-dry years conditions. The Project would introduce impervious surfaces on-site; however, the Project site is not within the recharge facility for the Beaumont Basin or Edgar Canyon. Accordingly, impacts to groundwater supplies and groundwater recharge would be less than significant.

Threshold c: Less-than-Significant Impact. All proposed onsite surface drainage and storm drain components are sized adequately for 100-year storm event. Accordingly, the Project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems and would not result in flooding on- or off-site, and a less-than-significant impact would occur. Implementation of the Project's proposed BMPs (include on-site bioretention basin and gravel filtration trench) also would ensure the Project does not contribute substantial additional sources of runoff to existing or planned drainage systems. Accordingly, a less-than-significant impact would occur.

Threshold e: No Impact. The Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans. No impact would occur.

4.9.8 Mitigation Measures

Impacts would be less than significant and mitigation is not required.

4.9.9 Significance of Impacts After Mitigation

Impacts would be less than significant.

4.10 NOISE

This subsection addresses the environmental issue of noise, including existing noise levels in the Project area and the Project's potential to introduce new or elevated sources of noise. The analysis contained herein incorporates information contained in a technical report prepared by Urban Crossroads, Inc. titled "Orchard Logistics Noise and Vibration Analysis" and dated October 3, 2023 (Urban Crossroads, 2023e). The report is included as *Technical Appendix K* to this EIR. Refer to Section 7.0, *References*, for a complete list of reference sources used in the analysis presented in this subsection.

4.10.1 ACOUSTICAL FUNDAMENTALS

A. Noise Definitions

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

B. Noise Descriptions

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (L_{eq}). L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given time period. L_{eq} are not measured directly but are calculated from sound pressure levels typically measured in dBA.

Peak hour or equivalent noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Beaumont relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

C. Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on geometric spreading, ground absorption, atmospheric effects, shielding, and reflection.

1. Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

2. Ground Absorption

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.

3. Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

4. Shielding

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to

provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction.

5. Reflection

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. If all the noise striking a structure was reflected back to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

D. Community Response to Noise

Despite variability in an individual's response to noise, the population can be expected to exhibit the following responses to changes in noise levels: an increase of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered "barely perceptible;" and a change of 5 dBA is considered "readily perceptible."

E. Vibration

Vibration is the periodic oscillation of a medium or object. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

4.10.2 Existing Noise Conditions

A. Existing Study Area Ambient Noise Conditions

Urban Crossroads recorded 24-hour noise readings at four (4) locations in the Project area on August 1, 2022. The noise measurement locations are identified in Figure 4.10-1, *Noise Measurement Locations*. The results of the existing noise level measurements are summarized below. Noise

measurement worksheets for the hourly noise levels and the minimum and maximum observed noise levels at each measurement location are provided in the Noise Analysis (*Technical Appendix K of this EIR*).

- Location L1 represents the noise levels across the I-10 Freeway behind the existing soundwall near the residence at 1007 Jonabell Way. The noise level measurements collected show an average daytime noise level calculated to be 65.4 dBA L_{eq} and an average nighttime noise level calculated to be 64.2 dBA L_{eq} at location L1.

- Location L2 represents the noise levels located southeast of the Project site near the residence at 451 B Street. The noise level measurements collected show an average daytime noise level calculated to be 63.5 dBA L_{eq} and an average nighttime noise level calculated to be 59.8 dBA L_{eq} at location L2.

- Location L3 represents the noise levels located south of the Project site near the residence at 13850 Bolo Court. The noise level measures collected show an average daytime noise level calculated to be 51.5 dBA L_{eq} and an average nighttime noise level calculated to be 50.5 dBA L_{eq} at location L3.

- Location L4 represents the noise levels located at the Project site south of CA-60 and east of Western Knolls Avenue. The noise level measures collected show an average daytime noise level calculated to be 53.7 dBA L_{eq} and an average nighttime noise level calculated to be 52.3 dBA L_{eq} at location L4.

B. Existing Groundborne Vibration

Based on the nature of the existing uses on the Project site, there are no sources of groundborne vibration on the Project site under existing conditions because no heavy impact machinery is used on the site.

4.10.3 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022 and an EIR Scoping Meeting was held August 3, 2022. One comment from Californians Allied for a Responsible Economy (CARE CA) was made during the EIR Scoping Meeting that pertains to noise. CARE CA expresses interest in construction-related environmental issues such as noise.

Source(s): Urban Crossroads (09-07-2022)

Figure 4.10-1

Not to Scale

Noise Measurement Locations

4.10.4 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations related to noise.

A. Federal

1. Noise Control Act of 1972

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA, 2020i)

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. The Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control. (EPA, 2020i)

2. Federal Transit Administration

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2006, p. 1-1)

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.10-1, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use. (FTA, 2006, pp. 8-3 and 8-4)

Table 4.10-1 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

(FTA, 2006, Table 8-1)

3. Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design. (FHWA, 2017)

The FHWA regulations for mitigation of highway traffic noise in the planning and design of federally aided highways are contained in Title 23 of the United States Code of Federal Regulations Part 772. The regulations require the following during the planning and design of a highway project:

- Identification of traffic noise impacts;
- Examination of potential mitigation measures;
- The incorporation of reasonable and feasible noise mitigation measures into the highway project; and
- Coordination with local officials to provide helpful information on compatible land use planning and control. (FHWA, 2017)

The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. (FHWA, 2017)

B. State

1. Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels.

2. OPR General Plan Guidelines

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor's Office of Planning and Research (OPR), provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Local governments must "analyze and quantify" noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs that "minimizes the exposure of community residents to excessive noise." Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The noise element directly correlates to the

Land Use, Circulation, and Housing Elements. The Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017a, pp. 131-132)

3. Building Standards Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA Leq for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required.

C. Local

1. City of Beaumont General Plan Noise Element

The City of Beaumont has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of City of Beaumont from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect City of Beaumont residents from excessive noise, the Noise Element contains the following implementation programs related to the Project:

- N2: Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.

- N3: Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.

- N6: Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.

- N7: Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.

- N8: Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.

- N9: Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.

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

2. City of Beaumont Municipal Code

For noise-sensitive residential properties, the City of Beaumont Municipal Code, Section 9.02.050, identifies base ambient noise level (BANL) stationary-source noise level limits for the daytime (7:00 a.m. to 10:00 p.m.) hours of 55 dBA L_{eq} and 45 dBA L_{eq} during the nighttime (10:00 p.m. to 7:00 a.m.) hours. For industrial and commercial land uses, the BANL established by the City's Municipal Code is 75 dBA L_{eq} for the daytime hours and of 50 dBA L_{eq} during the nighttime hours. Section 9.40.050 states that actual decibel measurements exceeding the levels set forth herein above at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level". In effect, when the ambient noise levels exceed the base exterior noise level limits, the noise level standard shall be adjusted as appropriate to encompass or reflect the ambient noise level.

The City of Beaumont has set restrictions to control noise impacts associated with the construction of the proposed Project. These restrictions are generally limited to the nearby noise sensitive receiver locations that may be impacted by the short-term construction noise activities. The City's Municipal Code identifies the construction noise provisions in Section 9.02.110.F.1.

To analyze vibration impacts originating from the construction of the Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Beaumont does not identify specific vibration level limits and instead relies on the 2006 Federal Transit Administration (FTA) methodology. The FTA Transit Noise and Vibration Impact Assessment Manual methodology provides guidelines for the maximum-

acceptable vibration criteria for different types of land uses. These guidelines allow 72 VdB for residences and buildings where people normally sleep, including hotels 75 VdB for institutional land uses with primary daytime use, such as churches or schools.

4.10.5 METHODOLOGY

A. Noise Receiver Locations

To assess the potential for long-term stationary operational and short-term construction noise impacts, the following sensitive receiver locations, shown on Figure 4.10-2, *Noise Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas.

Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA.

Other sensitive land uses in the Project study area that are located at greater distances than those identified below will experience lower noise levels than those presented herein due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location. To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified.

- R1: Location R1 represents the existing noise sensitive residence at 1007 Jonabell Way, approximately 1,193 feet northeast of the Project site. R1 is placed at the backyard property line facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

- R2: Location R2 represents the existing noise sensitive residence at 915 Hardwick Avenue, approximately 1,270 feet northeast of the Project site. R2 is placed at the backyard yard property line facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

Source(s): Urban Crossroads (09-07-2022)

Figure 4.10-2

Not to Scale

Noise Receiver Locations

- R3: Location R3 represents the existing noise sensitive residence at 451 B Street, approximately 2,615 feet southeast of the Project site. R3 is placed at the backyard property line facing the Project site. A 24-hour noise measurement near this location, L2, is used to describe the existing ambient noise environment.

- R4: Location R4 represents the existing noise sensitive residence at 13850 Bolo Court, approximately 3,360 feet south of the Project site. R4 is placed at the backyard property line facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

B. Construction Noise Analysis

For the construction noise analysis, reference noise level measurement published in the *Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA)* were utilized. The DEFRA database provides the most recent and comprehensive source of reference construction noise levels. Table 4.10-2, *Construction Reference Noise Levels*, provides a summary of the *DEFRA* construction reference noise level measurements expressed in hourly average dBA L_{eq} using the estimated FHWA Roadway Construction Noise Model (RCNM) usage factors to describe the typical construction activities for each stage of Project construction.

Table 4.10-2 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

[1] Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA) expressed in hourly average L_{eq} based on estimated usage factors from the FHWA Roadway Construction Noise Model (RCNM).
Reference construction noise levels are expressed as sound pressure (dBA Leq) at 50 feet consistent with Table 4.10-3. Table 4.10-3 also includes both the sound pressure (dBA Leq) and the sound power levels for the stationary noise source activities.
(Urban Crossroads, 2023e, Table 10-1)

The construction noise analysis evaluates Project construction-related noise levels at the closest nearby receiver locations in the Project area. Four representative locations were considered in the construction noise analysis. The receiver locations used in the construction noise analysis are shown on previous Figure 4.10-2, *Noise Receiver Locations*. The modeled noise-sensitive receiver locations are representative of existing receptors nearest to the Project site. It is not necessary to quantify noise levels at every receiver location in proximity to the Project's construction area because receivers located at a similar distance from Project construction activities with similar ground elevations, orientation, and intervening physical conditions as the modeled receptor locations would experience the same or very similar noise effects as those disclosed herein, while receptors at a greater distance would experience lesser noise effects.

C. Stationary Noise Analysis

To estimate the Project stationary operational noise impacts, reference noise level measurements were collected from similar types of warehouse activities to represent the noise levels expected with the development of the proposed Project.

Table 4.10-3 Stationary Reference Noise Level Measurements

Noise Source[1]	Noise Source Height (Feet)	Min./Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 feet	Sound Power Level (dBA)[3]
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Truck Movements	8'	60	60	59.8	93.2
Roof-Top Air Conditioning	5'	39	28	57.2	88.9
Parking Lot Vehicle Movements	5'	60	60	56.1	87.8
Trash Enclosure Activity	5'	10	10	57.3	89.0

[1] As measured by Urban Crossroads, Inc.
[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.
(Urban Crossroads, 2023e, Table 9-1)

To fully describe the exterior stationary operational noise levels from the Project, a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program was developed. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Refer to subsection 9.3 of the Project's Noise Analysis (*Technical Appendix K* of this EIR) for a description of the CadnaA Noise Prediction Model parameters. Noise levels were calculated at the receiver locations shown of Figure 4.10-2, *Noise Receiver Locations*.

D. Transportation Noise Analysis

Transportation-related noise impacts were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Tables 6-1 through 6-7 from the Project's Noise Analysis (*Technical Appendix K* of the EIR) present the detailed model inputs for roadway parameters, average daily traffic volumes, vehicle mix, and time of day vehicle splits that were assigned to each of the roadway segments included in the transportation noise analysis.

E. Vibration Analysis

Vibration levels were predicted using reference vibration levels and logarithmic equations contained in the Federal Transit Administration's (FTA) 2018 publication: "Transit Noise and Vibration Impact Assessment". The vibration source levels for Project construction equipment are summarized in Table 4.10-4, *Vibration Source Levels for Construction Equipment*.

Table 4.10-4 Vibration Source Levels for Construction Equipment

Equipment	Vibration Decibels (VdB) at 25 feet
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
(Urban Crossroads, 2023e, Table 10-4)

4.10.6 Basis for Determining Significance

According to Section XII of the CEQA Guidelines, the proposed Project would result in a significant impact to noise if the Project or any Project-related component would (OPR, 2019):

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b. Generation of excessive ground borne vibration or ground borne noise levels;

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The above-listed thresholds address the typical, adverse effects related to noise that could result from implementation of the Project. The Initial Study (*Technical Appendix A*) concluded that impacts associated with threshold c would be less than significant. Further analysis of these impacts is not warranted in this EIR.

In relation to Threshold "a", Project-related construction and operational activities would be subject to the applicable noise standards established by the Beaumont General Plan and Municipal Code. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. For purposes of this EIR, the metric used to evaluate the significance of the Project's increase in ambient noise levels is adapted from the City's Municipal Code and the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, which is consistent with the City of Beaumont General Plan EIR. To describe the amount to which a given noise level increase is considered acceptable, the FTA criteria is used to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions under CEQA Threshold 'a." In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. Consistent with the City of Beaumont Municipal Code, Section 9.02.110[G], the stationary operational Project noise source activities shall not create any noise which would cause the noise level at the property line to exceed the base ambient noise level by 5 dBA. A construction-related noise level threshold of 75 dBA Leq is used as acceptable thresholds to assess construction noise level impacts. This exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA Leq interior noise level limit and the Noise Reduction (NR) of approximately 20 dBA for typical buildings with "windows closed".

In relation to Threshold "b", the vibration impacts originating from the construction of the Project are appropriately evaluated using the thresholds of significance outlined in the City of Beaumont General Plan EIR. These guidelines allow 72 VdB for residences and buildings where people normally sleep, including hotels and 75 VdB for institutional land uses with primary daytime use, such as churches or schools.

A. Summary of Significance Criteria

Table 4.10-5, *Summary of Noise Significance Criteria*, provides a summary of the criteria used to identify potentially significant incremental noise level increases. Noise impacts will be considered significant if any of the following occur as a result of the Project.

Table 4.10-5 Summary of Noise Significance Criteria

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic[1]	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
	If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
	If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
	If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
Operational	Base Exterior Noise Level Level[2]	55 dBA Leq	45 dBA Leq
	Base Ambient Noise Level[3]	≥ 5 dBA L_{eq} Project increase	
Construction	Permitted between 7:00 a.m. to 6:00 p.m.[4]		
	Noise Level Threshold[5]	75 dBA Leq	n/a
	Vibration Level Threshold[6]	72 VdB	n/a

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan EIR Update.
[2] City of Beaumont Municipal Code, Section 9.02.050
[3]City of Beaumont Municipal Code, Section 9.02.110(G)
[4]City of Beaumont Municipal Code, Section 9.02.110(F)
[5]Acceptable exterior construction noise level threshold based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
[6]Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2023e, Table 4-1)

4.10.7 Impact Analysis

Threshold a: ***Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The analysis presented on the following pages summarizes the Project's potential construction noise levels and operational noise levels, including operational noise that would be generated on-site as well as off-site noise that would be generated by Project-related traffic. The detailed noise calculations for the analysis presented here are provided in Appendices 7.1 and 9.1 or the Project's Noise Analysis (*Technical Appendix K*).

A. Construction Noise Impact Analysis

Construction activities on the Project site would proceed in four (4) stages: 1) grading; 2) building construction; 3) paving; and 4) application of architectural coatings. These activities would create temporary periods of noise when heavy construction equipment (i.e., crawler tractors, excavators, forklifts, generator sets) is in operation and would cause a short-term increase in ambient noise levels.

The Project construction noise levels at nearby receiver locations, which are approximately 1,193 to 3,360 feet from the Project site, are summarized in Table 4.10-6, *Construction Equipment Noise Level Summary*.

Table 4.10-6 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})						
	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]	Threshold[3]	Threshold Exceeded?
R1	57.5	50.5	48.5	45.5	57.5	75	No
R2	57.1	50.1	48.1	45.1	57.1	75	No
R3	56.7	49.7	47.7	44.7	56.7	75	No
R4	54.6	47.6	45.6	42.6	54.6	75	No

[1] Construction noise source and receiver locations are shown on Figure 4.10-2.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations.
[3]Acceptable exterior construction noise level thresholds based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
(Urban Crossroads, 2023e, Table 10-2)

To prevent high levels of construction noise from impacting noise-sensitive land uses, Section 9.02.110(F) of the City of Beaumont Municipal Code limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. As shown on Table 4.10-6, the highest construction noise levels are expected to range from 54.6 to 57.5 dBA L_{eq} at the nearest receiver locations. As shown, the construction noise analysis shows that the impacts on nearby residential receiver locations will fall below the 75 dBA L_{eq} significance threshold during Project construction activities. Therefore, noise impacts due to Project construction are considered less than significant.

In addition, the Project construction noise source activities, off-site Project construction trips would occur throughout the construction period and would be associated with the delivery of building materials, construction workers, supplies, and concrete to the Project Site. The construction trips will increase the off-site traffic noise levels on roadways serving the Project site such as Veile Avenue and 4th Street. It is expected that approximately 509 worker trips per day will take place during building construction activities.

Based on the existing average daily traffic volumes (ADT) on Veile Avenue north of 4th Street of 3,063, the Project-related off-site traffic noise levels increase due to the 509 worker Project trips is estimated at 0.7 dBA CNEL. Therefore, the Project related off-site project construction traffic noise increases are considered less than significant and no further analysis is required. In addition, no haul truck activity is expected, and the grading plan will be developed to make sure the site balances.

B. Operational Noise Impact Analysis – Stationary Noise

The on-site Project-related stationary noise sources are expected to include loading dock activity, truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity. The daytime and nighttime Project stationary noise levels at nearby sensitive receptor locations are summarized on Table 4.10-7, *Daytime Project Operational (Stationary) Noise Level Summary* and Table 4.10-8, *Nighttime Project Operational (Stationary) Noise Level Summary* respectively.

Table 4.10-7 Daytime Project Operational (Stationary) Noise Level Summary

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{eq})			
	R1	R2	R3	R4
Loading Dock Activity	43.0	42.8	41.8	39.1
Truck Movements	20.9	21.7	25.2	23.8
Roof-Top Air Conditioning	20.5	21.0	21.2	19.0
Parking Lot Vehicle Movements	24.1	23.6	28.3	26.8
Trash Enclosure Activity	17.5	17.1	14.6	13.3
Total (All Noise Sources)	**43.1**	**42.9**	**42.1**	**39.5**

[1] See Figure 4.10-2 for the noise source locations.
(Urban Crossroads, 2023e, Table 9-5)

Table 4.10-8 Nighttime Project Operational (Stationary) Noise Level Summary

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{eq})			
	R1	R2	R3	R4
Loading Dock Activity	43.0	42.8	41.8	39.1
Truck Movements	20.9	21.7	25.2	23.8
Roof-Top Air Conditioning	18.1	18.6	18.7	16.6
Parking Lot Vehicle Movements	24.1	23.6	28.3	26.8
Trash Enclosure Activity	16.5	16.1	13.7	12.3
Total (All Noise Sources)	**43.1**	**42.9**	**42.1**	**39.5**

[1] See Figure 4.10-2 for the noise source locations.
(Urban Crossroads, 2023e, Table 9-6)

Table 4.10-7 and Table 4.10-8 shows the stationary operational noise levels associated with the Project will satisfy the City of Beaumont's 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime exterior noise level standards at the nearest receiver locations. Therefore, the stationary operational noise impacts would be less than significant at the nearest noise-sensitive receiver locations.

Additionally, stationary operational noise level increases were evaluated to determine whether Project related noise would result in a significant noise level increase of 5 dBA L_{eq} over ambient noise conditions. The Project will generate a daytime and nighttime stationary operational noise level increases ranging from 0.0 to 0.3 dBA L_{eq} at the nearest receiver locations (Urban Crossroads, 2023e,

Tables 9-5 and 9-6). Stationary noise would be perceptible from site operations; however, Project-related stationary operational noise level increases will satisfy the operational noise level increase criteria at the nearest sensitive receiver locations and the impact will be less than significant.

C. Off-Site Transportation Noise Impact Analysis

The analysis below addresses potential off-site traffic noise generated from the Project. To Evaluate off-site noise increases that could result from Project-related traffic on the roadway system, noise levels were modeled for the following scenarios:

- Existing
- Existing plus Project (E+P)
- Opening Year Cumulative (2025) With and Without Project
- Horizon Year (2045) With and Without Project

The Existing plus Project (E+P) analysis determines the Project's traffic noise impacts under the theoretical scenario where traffic from the Project is added to existing conditions. The E+P scenario is presented to disclose direct impacts to the existing environment as required by CEQA. In the case of the Project, the estimated time period between the commencement of the Project's CEQA analysis (2022) and Project buildout (2025) is three years. During this time period, traffic conditions are not static – other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. The Opening Year Cumulative conditions analysis evaluates the potential for Project traffic, background traffic growth, and traffic associated with other known cumulative development projects to result in substantive noise impacts.

1. Existing plus Project Conditions

E+P traffic noise conditions in the Project vicinity are summarized in Table 4.10-9, *E+P With and Without Project Traffic Noise Increases*. Project off-site traffic noise level increases will range from 0.1 to 3.6 dBA CNEL.

Table 4.10-9 E+P With and Without Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit[3]	Exceeded?
1	Potrero Bl.	n/o 4th St.	Non-Sensitive	69.1	69.5	0.4	1.0	No
2	Distribution Wy.	n/o 4th St.	Non-Sensitive	76.9	77.1	0.2	**0.0**	**Yes**
3	Nicholas Rd.	n/o 4th St.	Non-Sensitive	64.6	68.2	3.6	**2.0**	**Yes**
4	Veile Av.	n/o 4th St.	Non-Sensitive	72.4	73.4	1.0	**1.0**	**Yes**
5	4th St.	e/o Potrero Bl.	Non-Sensitive	71.3	71.7	0.4	1.0	No
6	4th St.	e/o Distribution Wy.	Non-Sensitive	76.6	76.7	0.1	**0.0**	**Yes**
7	4th St.	e/o Nicholas Rd.	Non-Sensitive	76.6	76.9	0.3	**0.0**	**Yes**

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan DEIR.
(Urban Crossroads, 2023e, Table 7-7)

This incremental noise increase would exceed the applicable significance thresholds under the E+P scenario for the following roadway segments:

- Distribution Way north of 4th Street (Segment #2).
- Nicholas Road north of 4th Street (Segment #3)
- Veile Ave north of 4th Street (Segment #4)
- 4th Street east of Distribution Way (Segment #6)
- 4th Street east of Nicholas Road (Segment #7)

Under E+P conditions, the Project's contribution to off-site traffic noise would result in significant off-site traffic noise impact. For an off-site traffic noise level impact to be considered significant, receivers need to perceive an increase of traffic noise levels over time and the off-site traffic impacts are generally limited to noise sensitive residential receivers that are likely to perceive this increase. While the analysis shows that the non-sensitive industrial uses will experience a potentially significant off-site traffic noise level increase, this conservative approach likely overstates the potential off-site traffic noise impacts.

2. Opening Year Cumulative (2025) With and Without Project

Opening Year Cumulative traffic noise conditions in the Project vicinity are summarized in Table 4.10-10, *Opening Year Cumulative (2025) With and Without Project Traffic Noise* Increases.

Table 4.10-10Opening Year Cumulative (2025) With and Without Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit[3]	Exceeded?
1	Potrero Bl.	n/o 4th St.	Non-Sensitive	75.6	75.6	0.0	0.0	No
2	Distribution Wy.	n/o 4th St.	Non-Sensitive	77.2	77.4	0.2	0.0	**Yes**
3	Nicholas Rd.	n/o 4th St.	Non-Sensitive	64.9	68.4	3.5	2.0	**Yes**
4	Veile Av.	n/o 4th St.	Non-Sensitive	73.7	74.4	0.7	1.0	No
5	4th St.	e/o Potrero Bl.	Non-Sensitive	74.2	74.4	0.2	1.0	No
6	4th St.	e/o Distribution Wy.	Non-Sensitive	77.8	77.9	0.1	0.0	**Yes**
7	4th St.	e/o Nicholas Rd.	Non-Sensitive	77.8	78.0	0.2	0.0	**Yes**

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan DEIR
(Urban Crossroads, 2023e, Table 7-8)

Under Opening Year conditions, Project off-site traffic noise level increases will range from 0.0 to 3.5 dBA CNEL. This incremental noise increase would exceed the applicable significance thresholds for the following roadway segments:

- Distribution Way north of 4th Street (Segment #2).
- Nicholas Road north of 4th Street (Segment #3)
- 4th Street east of Distribution Way (Segment #6)
- 4th Street east of Nicholas Road (Segment #7)

Under Opening Year conditions, the Project's contribution to off-site traffic noise would result in significant off-site traffic noise impact. For an off-site traffic noise level impact to be considered significant, receivers need to perceive an increase of traffic noise levels over time and the off-site traffic impacts are generally limited to noise sensitive residential receivers that are likely to perceive this increase. While the analysis shows that the non-sensitive industrial uses will experience a potentially significant off-site traffic noise level increase, this conservative approach likely overstates the potential off-site traffic noise impacts.

3. Horizon Year (2045) With and Without Project

Horizon Year 2045 with and without Project traffic noise levels are summarized in Table 4.10-11, *Horizon Year (2045) With and Without Project Traffic Noise Increases.*

Table 4.10-11 Horizon Year (2045) With and Without Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit[3]	Exceeded?
1	Potrero Bl.	n/o 4th St.	Non-Sensitive	80.9	80.9	0.0	1.0	No
2	Distribution Wy.	n/o 4th St.	Non-Sensitive	77.6	77.8	0.2	**0.0**	**Yes**
3	Nicholas Rd.	n/o 4th St.	Non-Sensitive	66.4	69.1	2.7	**1.0**	**Yes**
4	Veile Av.	n/o 4th St.	Non-Sensitive	73.7	74.4	0.7	1.0	No
5	4th St.	e/o Potrero Bl.	Non-Sensitive	79.1	79.1	0.0	0.0	No
6	4th St.	e/o Distribution Wy.	Non-Sensitive	80.4	80.4	0.0	0.0	No
7	4th St.	e/o Nicholas Rd.	Non-Sensitive	80.6	80.7	0.1	**0.0**	**Yes**

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan DEIR
(Urban Crossroads, 2023e, Table 7-9)

Under Horizon Year (2045) conditions, Project-related traffic would contribute an increase of 0.0 to 2.7 dBA CNEL to roadways in the vicinity of the Project site. This incremental noise increase would exceed the applicable significance thresholds under the Horizon Year scenario for the following roadway segments:

- Distribution Way north of 4th Street (Segment #2).
- Nicholas Road north of 4th Street (Segment #3)
- 4th Street east of Nicholas Road (Segment #7)

Under Horizon Year conditions, the Project's contribution to off-site traffic noise would result in significant off-site traffic noise impact.

Threshold b: ***Would the Project generate excessive groundborne vibration or groundborne noise levels?***

A. Construction Analysis

Construction activities on the Project site would utilize equipment that has the potential to generate vibration. Vibration levels at sensitive receptors near the Project site during Project construction are summarized on Table 4.10-12, *Construction Equipment Vibration Levels.* At distances ranging from 1,193 feet to 3,360 feet from Project construction activities (at the Project site boundary), the highest construction vibration levels are estimated to range from 23.1 to 36.6 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria of 72 VdB for daytime residential uses at all receiver locations. As shown, none of the receiver

locations in the vicinity of the Project site would be exposed to vibration levels that exceed the applicable significance threshold. Accordingly, Project construction would not generate excessive or substantial temporary groundborne vibration and impacts would be less than significant.

Table 4.10-12 Construction Equipment Vibration Levels

Receiver Location[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold VdB[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	1,193	7.6	28.6	35.6	36.6	36.6	72	No
R2	1,270	6.8	27.8	34.8	35.8	35.8	72	No
R3	2,615	0.0	18.4	25.4	26.4	26.4	72	No
R4	3,360	0.0	15.1	22.1	23.1	23.1	72	No

[1] Noise receiver locations are shown on Figure 4.10-2.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 4.10-4.
[3] FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria.
[4] Does the vibration level exceed the maximum acceptable vibration threshold?
(Urban Crossroads, 2023e, Table 10-5)

B. Operational Analysis

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project site. Trucks would travel to and from the Project site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not perceptible beyond the roadway. The Project would not result in the exposure of persons to excessive groundborne vibration or noise levels during long-term operation.

4.10.8 Cumulative Impact Analysis

A. Construction Noise

Construction activities associated with the proposed Project, especially activities involving heavy equipment, would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. The list of cumulative projects that have the potential to collectively increase noise is provided in Table 4.0-1 in Section 4.0, *Environmental Analysis*, of this EIR. As detailed on that list, there are no on-going or imminent construction projects in the immediate vicinity of the proposed Project site with construction periods that are expected to overlap with the Project. Accordingly, there is no potential for Project-related construction activities to contribute to cumulatively-considerable impacts to sensitive receptor locations.

B. Stationary Noise

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. As described above, the Project would not result in an increase in the cumulative noise levels at sensitive receiver locations. The nearest

sensitive receptor (R1) is located approximately 1,193 feet from the Project and over 2,000 feet from the nearest related project (7, Beaumont Village), across the SR-60 and I-10 from the Project site. Furthermore, the Project's operational activities are below the established day and nighttime noise thresholds (see Table 4.10-7 and Table 4.10-8). Operational noise levels would not combine or be additive with operational noise levels from the nearest related project (7, Beaumont Village) to cause or contribute to the exposure of sensitive receptors to noise levels in excess of applicable standards. This noise analysis uses the same operational significance thresholds for project specific and cumulative impacts. Therefore, since the Project operational-noise levels satisfy the thresholds and due to the distance to the nearest related project, the proposed Project operational activities are considered less than significant on a project-specific and cumulative basis. In addition, the City of Beaumont General Plan Noise Element and Municipal Code Section 9.02.050 identify stationary-source policies and noise level limits to control and abate potential environmental noise level impacts. Accordingly, the Project would have less than significant direct and cumulative stationary operational noise impacts.

C. Traffic Noise

The cumulative traffic noise level increase increment describes the difference between the Horizon Year 2045 with Project conditions and the Existing (baseline) conditions. Horizon Year 2045 with and without Project traffic noise levels are summarized in Table 4.10-13, *Cumulative Traffic Noise Increases.*

Table 4.10-13Cumulative Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold	
				Existing No Project	HY With Project	Cumulative Increase	Limit[3]	Exceeded?
1	Potrero Bl.	n/o 4th St.	Non-Sensitive	69.1	80.9	11.8	**1.0**	**Yes**
2	Distribution Wy.	n/o 4th St.	Non-Sensitive	76.9	77.8	0.9	**0.0**	**Yes**
3	Nicholas Rd.	n/o 4th St.	Non-Sensitive	64.6	69.1	4.5	**2.0**	**Yes**
4	Veile Av.	n/o 4th St.	Non-Sensitive	72.4	74.4	2.0	**1.0**	**Yes**
5	4th St.	e/o Potrero Bl.	Non-Sensitive	71.3	79.1	7.8	**1.0**	**Yes**
6	4th St.	e/o Distribution Wy.	Non-Sensitive	76.6	80.4	3.8	**0.0**	**Yes**
7	4th St.	e/o Nicholas Rd.	Non-Sensitive	76.6	80.7	4.1	**0.0**	**Yes**

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan DEIR
(Urban Crossroads, 2023e, Table 7-10)

The cumulative off-site traffic noise level increases are expected to range from 0.9 to 11.8 dBA CNEL and will exceed the cumulative off-site traffic noise level increase thresholds on all seven of the study area roadway segments. Cumulative impacts are caused by Project traffic in combination with traffic from other related past, present, and reasonably foreseeable future projects. The Project's contribution to the future noise level is considered cumulatively considerable.

D. Groundborne Vibration and Noise

During construction, the Project's peak vibration impacts would occur during the grading phase when large pieces of equipment, like bulldozers, are operating on-site. (During the non-grading phases of Project construction, when smaller pieces of equipment are used on-site, the Project's vibration would be minimal.) Vibration effects diminish rapidly from the source; therefore, the only reasonable sources of cumulative vibration in the vicinity of the Project site could occur on properties abutting these sites. As described above, there are no known active or pending construction projects abutting the Project site that would overlap with the Project's proposed construction schedule. Accordingly, there is no potential for the Project to contribute to the exposure of persons to substantial temporary groundborne vibration or noise.

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project site. Trucks would travel to and from the Project site along roadways; however, vibration levels for heavy trucks operating at the opsted speed limits on paved surfaces are not perceptible beyond the roadway. The Project would not cumulatively-contribute to the exposure of persons to excessive groundborne vibration or noise levels during long-term operation.

4.10.9 Significance of Impacts Before Mitigation

Threshold a: Significant Direct and Cumulatively-Considerable Impact. The Project would exceed significance thresholds for off-site traffic noise. As such, the Project would generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Threshold b: Less-than-Significant Impact. The Project's construction and operational activities would not exceed vibration thresholds. As such, the Project would not generate excessive groundborne vibration or groundborne noise levels.

4.10.10 Mitigation

To reduce the potentially significant Project traffic noise level increases on the two study area roadway segments potential noise mitigation measures were considered, including rubberized asphalt hot mix pavement and off-site noise barriers for the existing noise sensitive residential land uses adjacent to impacted roadway segments.

A. *Rubberized Asphalt*

Due to the potential noise attenuation benefits, rubberized asphalt is considered as a mitigation measure for the off-site Project-related traffic noise level increases. To reduce traffic noise levels at the noise source, Caltrans research has shown that rubberized asphalt can provide noise attenuation of approximately 4 dBA for automobile traffic noise levels. Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobiles noise, as much as 75 to 90-percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher and constant speeds. According to research conducted by Caltrans and the Canadian Ministry of Transportation and Highways, a 4 dBA reduction in tire/pavement noise is attainable using rubberized asphalt under typical operating conditions.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not affected by rubberized alternative pavement due to truck engine and exhaust stack height above the pavement itself (California Department of Transportation Environmental Program, 2001). Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. With the primary off-site traffic noise source consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated rubberized asphalt will be primarily limited to autos.

While the off-site Project-related traffic noise level increases would theoretically be reduced with the 4 dBA reduction provided by rubberized asphalt, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic. This is, as previously stated, due to the noise source height difference between automobiles and trucks. While rubberized asphalt will provide some noise reduction, this is only effective for tire-on-pavement noise at higher speeds and would not reduce truck-related off-site traffic noise levels associated with truck engine and exhaust stacks to less than significant levels. Since the use of rubberized asphalt would not effectively lower the off-site traffic noise levels associated with heavy truck traffic, rubberized asphalt is not proposed as mitigation for the Project.

B. *Off-Site Noise Barriers*

While noise barriers are commonly used to reduce the potential traffic noise levels from nearby transportation noise source activities, they are typically developed in coordination with new noise sensitive residential development or as part of a roadway widening project. Even though off-site noise barriers are typically not developed due to individual off-site projects that contribute to the cumulative off-site traffic noise levels, off-site noise barriers were considered as a potential traffic noise mitigation measure to reduce the Project-related impacts.

Off-site noise barriers are estimated to provide a readily perceptible 5 dBA reduction which, according to the FHWA, is simple to attain when blocking the line-of-sight from the noise source to the receiver.

Caltrans guidance in the Highway Design Manual, Section 1102.3(3), indicates that for design purposes, the noise barrier should intercept the line of sight from the exhaust stack of a truck to the receptor, and an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Therefore, any exterior noise barriers at receiving noise sensitive land uses experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source (at 11.5 feet high per Caltrans) to the receiver (at 5 feet high per FHWA guidance) in order to provide a 5 dBA reduction per FHWA guidance. Off-site noise barriers would not be feasible to build along the entire length of impacted road segments due to significant off-site aesthetic impacts, the need to ensure driveway access, and the inability to create a solid unbroken barrier between the roadway and the sensitive receptor. Additionally, because all roadway segments are in industrial areas and are not located adjacent to any noise sensitive land uses the extensive network of noise barriers is unnecessary.

4.10.11 Significance of Impacts After Mitigation

Threshold a: Significant and Unavoidable Impact. The off-site traffic noise analysis shows that Project traffic noise level increases on five study area roadway segments will exceed the incremental noise level increase thresholds on a project level and seven study area roadway segments on a cumulative basis.

All roadway segments are in industrial areas and are not located adjacent to any noise sensitive land uses. This is consistent with the City's General Plan EIR that determined that buildout of the City's General Plan could result in new vehicular traffic which could exceed the FHWA thresholds and could substantially increase the ambient noise levels in the City and its sphere of influence. The City's General Plan recognizes that an increase in noise levels will occur in industrial areas due to truck traffic. The City's General Plan goals and policies, therefore, are focused on protecting noise sensitive receivers from road noise, while encouraging timely and efficient goods movement that does not significantly contribute to noise in the City. The Project is located adjacent to the SR-60, which is identified as a Truck Priority roadway in the City's General Plan Figure 4.9, and truck trips would be routed through an industrial area to Potrero Boulevard, also identified as a City Truck Priority roadway.

In addition, the City incorporated a number of General Plan policies and implementation programs to reduce traffic-related noise impacts, including the following polices: 10.1.2 (enforce noise standards), 10.1.3 (protect noise sensitive uses), 10.1.4 (require noise mitigation in the design of new development), 10.1.5 (require to new development to implement measures to normally compatible range¬), 10.1.8 (promote effective enforcement of federal, State, and City noise standards), 10.2.1 (work with Caltrans and FHA), 10.2.2 (enforce speed limits to reduce noise and enforce truck and bus routes), 10.2.3 (prohibit truck routes through neighborhoods with sensitive receptors), 10.2.4 (reduce roadway noise), 10.2.5 (traffic calming measures), 10.2.6 (encourage noise-reducing paving materials and 10.2.7 (reduce noise generated from City-owned vehicles). Applicable implementation actions include: N2 (requirement for acoustical studies) and N5 (traffic noise assessments). Compliance would the City's General Plan policies and implementation actions would reduce impacts to the furthest extent

feasible, but the potential off-site Project related traffic noise level increases on the study area roadway segments would remain significant and unavoidable.

Both rubberized asphalt and off-site noise barriers were considered as potential noise mitigation measures to reduce the potentially significant off-site traffic noise level increases. However, these measures are not proposed because: 1) they would not eliminate the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments, and 2) receivers adjacent to impacted roadway segments are in industrial areas and not adjacent to any noise sensitive land uses. Therefore, the Project-related off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant and unavoidable impact.

4.11 TRANSPORTATION

This Subsection assesses transportation impacts resulting from implementation of the Project. Pursuant to Senate Bill (SB) 743, changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt a vehicle miles traveled (VMT) metric as a replacement for automobile delay-based "level of service" (LOS) as the measure for identifying transportation impacts for land use projects. Automobile delay, as measured by "LOS and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. This statewide mandate went into effect July 1, 2020. CEQA Guidelines Section 15064.3, effective January 1, 2019, "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay (or LOS)" shall not constitute a significant environmental impact" (CEQA Guidelines Section 15064.3(a)).

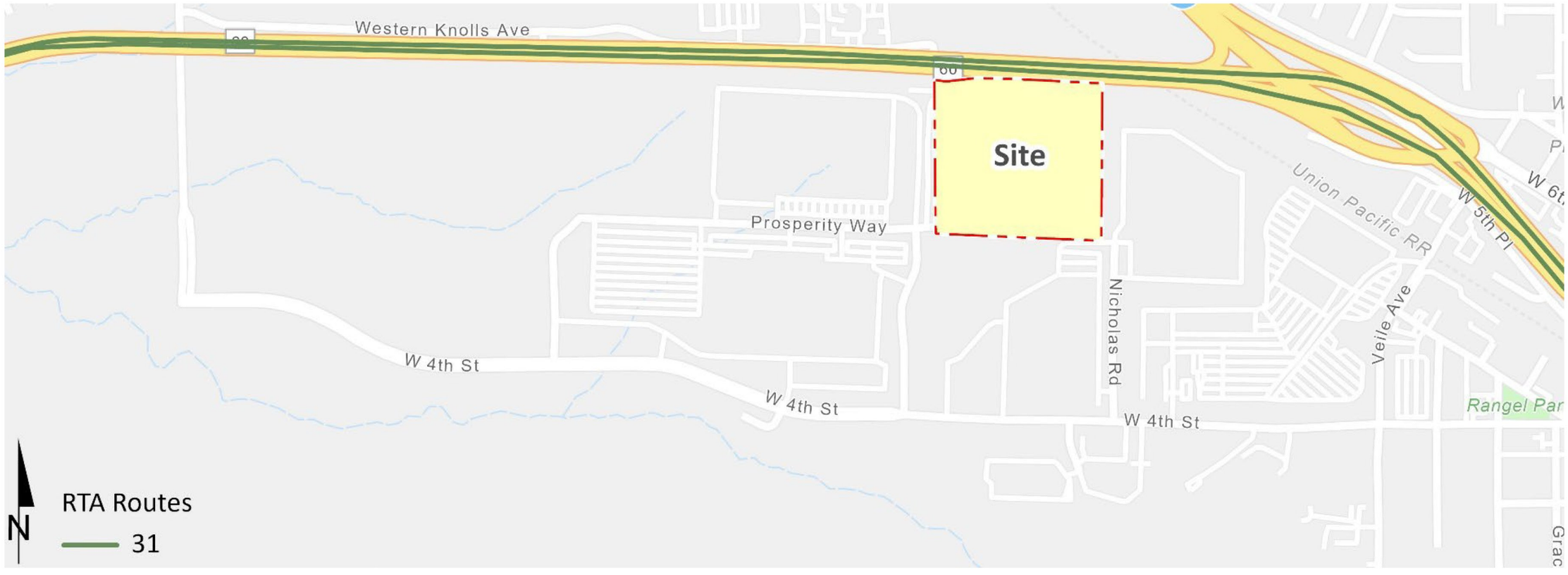
Notwithstanding the requirements of State law, the City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. In addition, the trip generation and distribution conclusions in the TIA are utilized elsewhere in this DEIR as the basis for calculating the off-site noise and air quality impacts associated with Project generated automobile and truck trips.

The following analysis is based on (1) a traffic impact analysis (TIA) prepared by Urban Crossroads, Inc. (hereafter, Urban Crossroads), titled "Orchard Logistics Center (PW2022-0874) Traffic Analysis" dated October 18, 2023, included as *Technical Appendix L1* to this EIR and (2) the report titled "Orchard Logistics Center Vehicle Miles Traveled (VMT) Analysis" dated September 9, 2022, included as *Technical Appendix L2* to this EIR (VMT Analysis). Refer to Section 7.0, *References*, for a complete list of references. The information and the conclusions contained in the TIA related to consistency with programs, plans, and polices for transit, bicycle, and pedestrian facilities; and geometric design features are included in this EIR section; LOS analyses are not required to be analyzed under CEQA and has been excluded.

4.11.1 EXISTING CONDITIONS

A. Transit Service

The study area is currently served by Riverside Transit Agency (RTA) with bus service along the SR-60/I-10 Freeway via RTA Route 31. There is currently a bus stop along RTA Route 31 on Beaumont Avenue, just south of 1st Street to the east of the study area; however, there are currently no transit routes or stops along 4th Street near the Project site. As shown in Figure 4.11-1, *Existing Transit Routes*, there are no existing transit routes that could potentially serve the site. Transit service is reviewed and updated by RTA to periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.



Source(s): Urban Crossroads (09-07-2022)

Figure 4.11-1

Not to Scale

Existing Transit Routes

B. Bicycle and Pedestrian Facilities

As shown on Figure 4.11-2, *Existing Bicycle Network*, there are limited existing bicycle facilities with Class II bike lanes accommodated along Veile Avenue, 4th Street to the east of Veile Avenue, Distribution Way, and Prosperity Way to the west of Distribution Way. Additionally, 4th Street and Potrero Boulevard (north of 4th Street) are proposed pedestrian/bicycle priority facilities with a priority trail identified along 4th Street west of Potrero Boulevard. As shown in Figure 4.11-3, *Existing Pedestrian Facilities*, there are existing sidewalks along Distribution Way, Prosperity Way, and Nicholas Road adjacent to the Project site.

C. Truck Routes

As shown in Figure 4.11-4, *Truck Priority Network*, truck priority routes include Potrero Boulevard, 4th Street, and Veile Avenue. These truck routes serve both the Project and future cumulative development projects throughout the study area. Surrounding sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.

4.11.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022, and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to transportation.

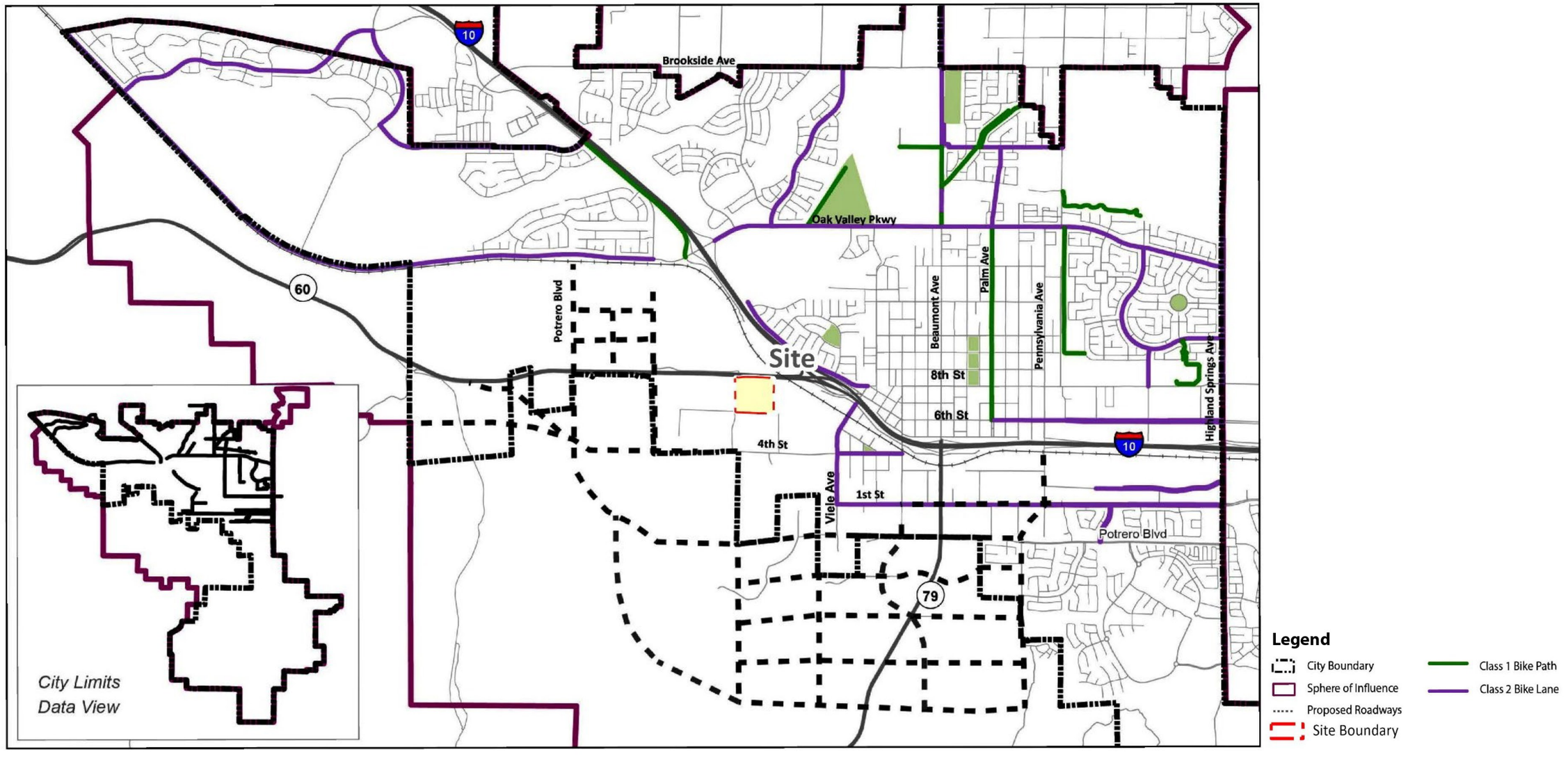
4.11.3 Regulatory Framework

There are no federal regulations that are applicable to the topic of transportation in the City of Beaumont. The following is a brief description of the State, regional, and local environmental laws and regulations related to transportation.

A. State

1. SB 743 and VMT-Based Analysis

SB 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Section 21099(b)(1), the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA, except in specific circumstances identified in the CEQA Guidelines. (Pub. Resources Code, § 21099, subd. (b)(2))

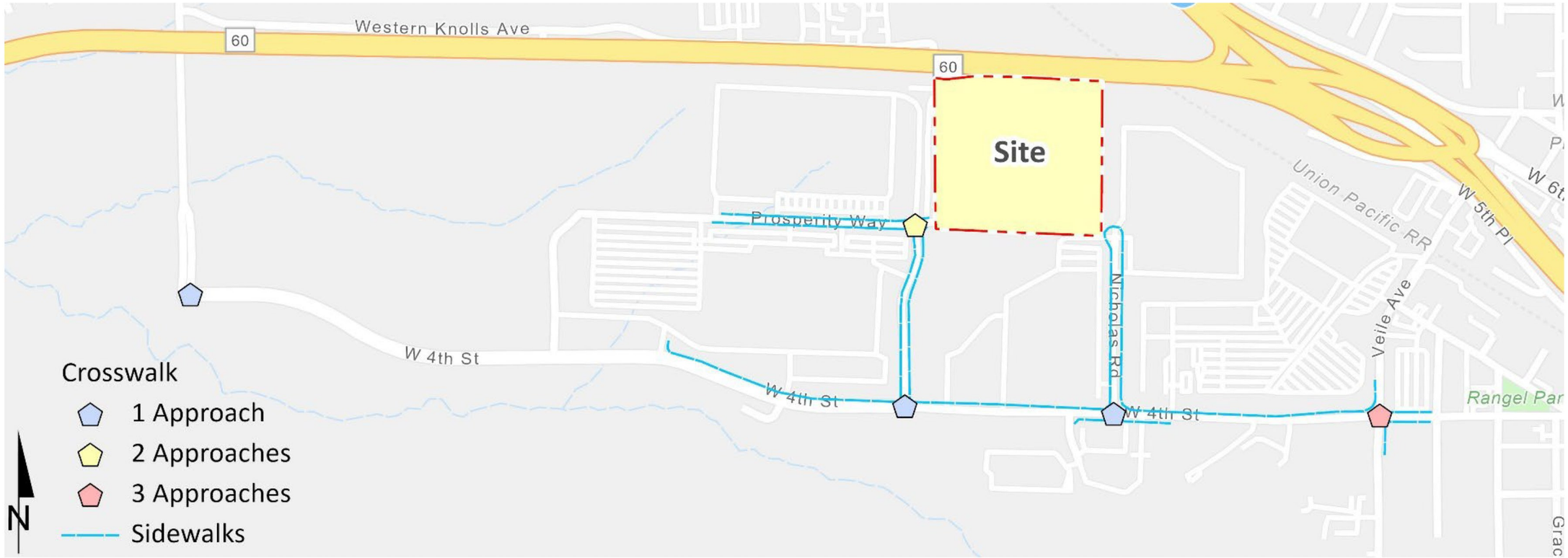


Source(s): Urban Crossroads (09-07-2022)

Figure 4.11-2

Not to Scale

Existing Bicycle Network

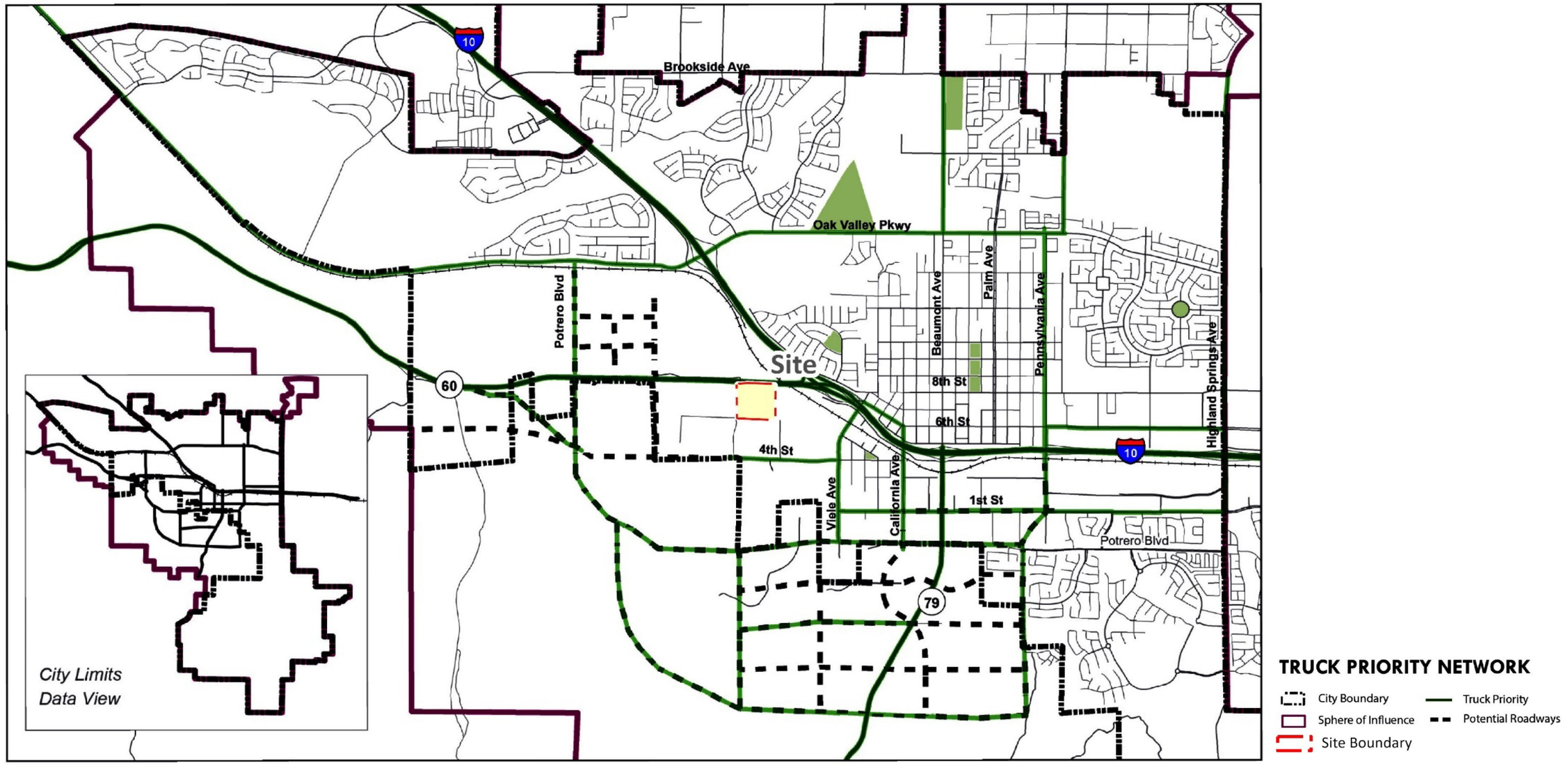


Source(s): Urban Crossroads (09-07-2022)

Figure 4.11-3

Not to Scale

Existing Pedestrian Facilities



Source(s): Urban Crossroads (09-07-2022)

Figure 4.11-4

Not to Scale

Truck Priority Network

B. Regional

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) ("RTP/SCS"; also referred to herein as "Connect SoCal") with goals to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) Promote conservation of natural and agricultural lands and restoration of habitats (SCAG, 2020). Performance measures and funding strategies are also included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to SB 375 which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

The Goods Movement Technical Report of Connect SoCal is applicable to the Project because the Project includes industrial uses, which are closely associated with, and rely directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018, SCAG published a document entitled Industrial Warehousing in the SCAG Region. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways, and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These warehouses attract robust logistics activities and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018)

Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under Connect SoCal. Job Centers have been identified in all six counties in the SCAG region and represent areas that have a significantly higher employment density than surrounding areas. Employment growth and residential growth are prioritized in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. The Project is located within the City of Beaumont and proposes a variety of land uses (commercial and industrial) for the region.

2. Transportation Uniform Mitigation Fee (TUMF)

In 2000, the WRCOG established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that is collected by each WRCOG member agency, including the City of Beaumont. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RHSA) (WRCOG, 2016).

C. Local

1. City of Beaumont General Plan Mobility Element

The City of Beaumont's General Plan Mobility Element is intended to develop a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in this Element have been developed to ensure that all streets within the City are reviewed through a "complete street" lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project are shown below.

2. City of Beaumont Development Impact Fee (DIF) Program

The City of Beaumont has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Mobility Element. The City's DIF includes a Street & Bridges Impact Fee, Traffic Signal Impact Fee and Railroad Crossing Impact Fee. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

3. City of Beaumont VMT Guidelines

In June 2020, the City of Beaumont adopted the Vehicle Miles Traveled' (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impact Under the California Environmental

Quality Act. The City's VMT analysis methods and impact thresholds utilized the research conducted by OPR and Western Riverside Council of Governments (WRCOG). The City of Beaumont VMT Guidelines includes the following: 1) Utilizing the Riverside County Travel Demand Model (RIVCOM) as its methodology to measure VMT; 2) Utilizing the Riverside County Travel Demand Model (RIVCOM) as its method to analyze a project's VMT impact; and 3) Utilizing a threshold consistent with the City's current average VMT per service population ("SP;" population plus employment).

4.11.4 METHODOLOGY

A. Consistency with Plans, Programs, or Policies

CEQA Appendix G Threshold "a" requires an analysis of the Project's potential to conflict with plans, programs, ordinances, or policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This EIR relies on the analysis in the TIA attached as *Technical Appendix L1* to evaluate the consistency of the Project with adopted City General Plan plans and policies. If a conflict is identified, improvements that prioritize access for and improve walking, bicycling, and riding transit facilities in order to provide safe and convenient streets for all users are identified. As such, in accordance with the TIA, a project that generally conforms with and does not obstruct the City's development policies and standards would be considered consistent under Appendix G Threshold (a).

B. VMT Evaluation Criteria and Methodology

As indicated above, under CEQA Guidelines Section 15064.3, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. As of June 16, 2020, the City of Beaumont adopted their own VMT analysis methods and impact thresholds which utilized the research conducted by OPR and WRCOG (City VMT Guidelines).

The City in its VMT Guidelines has adopted a significance threshold for projects as follows: a project results in a significant project generated VMT impact if baseline project generated VMT per service population exceeds 3% below the City of Beaumont current average VMT per service population (SP). The baseline City of Beaumont current average VMT per SP is 31.56, therefore, an impact threshold of 3% below the City's current average VMT per SP is 30.61 VMT per SP.

The Riverside County Transportation Analysis Model (RIVCOM) has been used to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA Guidelines. The RIVCOM travel demand model is maintained by WRCOG and is the most recent sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle. Therefore, the vehicle trips and average daily trip length for project-related vehicle trips are derived using RIVCOM.

In order to measure Project total VMT, land use information must first be converted into a RIVCOM compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information to estimate vehicle trips. Project SED information (i.e., employees) was added to the RIVCOM model to represent the Project. The total number of employees generated on site is expected to be 610 employees (1,030 sf/employee per the County of Riverside General Plan Appendix E-2. However, the number of employees for purposes analyzing VMT was increased to calibrate the RIVCOM model with the project generated trips based on ITE LU Code 157 and WSP, High Cube Warehouse (see Table 4- 1 of the Project's Traffic Analysis [*Technical Appendix L1*]).

Total VMT for the Project was extracted from the RIVCOM origin-destination (OD) trip matrices, which includes total Project VMT for all vehicle trips (both passenger cars and trucks) and trip purposes. The Project's total VMT is then divided by the SP (i.e., employees). (Urban Crossroads, 2022)

4.11.5 Basis for Determining Significance

As indicated above, the City of Beaumont adopted VMT thresholds in June 16, 2020.Significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XVI of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to transportation and traffic if the Project or any Project-related component would:

a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;*

b. *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);*

c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*

d. *Result in inadequate emergency access.*

The Initial Study (*Technical Appendix A*) concluded that impacts associated with Threshold d would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.11.6 Impact Analysis

Threshold a:	***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

A. SCAG's 2020-2045 RTP/SCS

The fundamental goals of SCAG's 2020-2045 RTP/SCS (Connect SoCal) are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Table 4.11-1, *Consistency with SCAG's Connect SoCal*, addresses whether the Project would

conflict with the applicable goals of Connect SoCal related to the circulation system. As shown, implementation of the Project would not conflict with the applicable goals and policies of SCAG's regional planning program related to the circulation system. Therefore, impacts would be less than significant.

Table 4.11-1 Consistency with SCAG's Connect SoCal

Connect SoCal Goal Number	Goal Statement	Would the Project Conflict?
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No Conflict.** The Project would result in the development of an industrial building that is designed to meet contemporary industrial standards and operational characteristics, that can accommodate a wide variety to users. The Project site is located approximately 14 miles east of March Air Reserve Base/Inland Port (MARB/IP). As such, development of the site with the Project would efficiently facilitate the movement of goods. Additionally, the Project is located at the western portion of the City of Beaumont and is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. The Project is along the south side of the SR-60 and access to the regional transportation system is provided from Potrero Boulevard and 4th Street. SR-60 also provides access to Interstate 10 (I-10), which is located approximately 0.2 miles north of the Project site, and I-215, which is located approximately 15 miles west of the Project site. Due to the Project site's proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region.
3	Enhance the preservation, security, and resilience of the regional transportation system.	**No Conflict.** This goal is not appliable to individual development projects but would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. Additionally, this policy provides guidance to City staff to monitor the transportation network and to continue to coordinate with other agencies as appropriate. The implementation of the Project would have no adverse effect on such planning or maintenance efforts.
4	Increase person and goods movement and	**No Conflict.** The Project involves the development of a contemporary industrial building that abuts a developing

Connect SoCal Goal Number	Goal Statement	Would the Project Conflict?
	travel choices within the transportation system.	industrial area along a regional transportation network (SR-60, I-10 and I-79). The Project would generate approximately 610 permanent jobs. By providing job opportunities in a housing-rich area and industrial uses in close proximity to the regional transportation network; the Project increases person, goods movement, and travel choices within the transportation system.
7	Adapt to changing climate and support an integrated regional development pattern and transportation network.	**No Conflict.** Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the development of a Project site with an industrial building that would diversity the City's economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing improves the jobs to housing balance within the region and reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located adjacent to an area surrounded by industrial development in the City, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing travel distances. Development of the Project in western Riverside County also would shorten the distance that goods need to travel between a logistics facility to their final destinations ("last mile" transit times).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**No Conflict.** This goal is not appliable to individual development projects. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.

B. City of Beaumont General Plan Mobility Element

The following provides an analysis of the Project's consistency with applicable General Plan policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible. The Project Applicant would be required to pay TUMF fees, DIF fees, and fair share improvement fees that the City would use to ensure the implementation of roadway improvements in the area in order to minimize traffic congestion. Additionally, the Project would install stop controls for all egress traffic from each Project driveway. Therefore, the Project would not conflict with General Plan Policy 4.1.1.

Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate. Consistent with SB 743, the City of Beaumont adopted thresholds based on VMT. The VMT assessment (*Technical Appendix L2*) prepared for the Project included analysis of VMT impacts resulting from implementation of the Project. The VMT assessment for the Project has been reviewed and approved by the City. The City has not adopted MMLOS methodologies, however, the TIA (*Technical Appendix L1*) analyzes LOS and multi-modal transportation. Accordingly, the Project would not conflict with General Plan Policy 4.2.2.

Policy 4.2.5: Ensure that existing and future roadway improvements balance the needs of all users, including pedestrians and bicyclists. The Project includes installation of sidewalks at Prosperity Way and Nicholas Road for pedestrian access. Therefore, the Project would not conflict be consistent with General Plan Policy 4.2.5.

Policy 4.3.1: Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence. The Project site is currently a former fruit orchard and is not in an area with a high level of collision incidences. Roadways would be constructed and designed in accordance with City standards and are subject to detailed engineering review and approval by the City Engineer. Traffic control measures shall be installed consistent with the TIA (*Technical Appendix L1*) and as determined by the City Engineer. Additionally, as discussed above, the Project Applicant would be required to pay TUMF, DIF, and fair share fees; and the Project would include roadways improvements consistent with City Requirements to accommodate site access and maintain acceptable peak hour operations. Driveways and access points shall conform to the City's standard intersection spacing and access spacing. Additionally, sight distances would be reviewed by the City Engineer to ensure that setbacks allow for clear, unobstructed sight distances at intersections. Based on the Project's required design improvements, the Project would reduce the potential for car collisions and the Project would not conflict be consistent with General Plan Policy 4.3.1.

Policy 4.4.3: Improve safety for all active transportation users. The Project Applicant proposes curb adjacent sidewalks to encourage and enhance pedestrian activity to the Project site. In addition, all driveways at the Project site would be stop-controlled to ensure safety for all transportation users.

Based on the Project's roadway improvements, the Project would not conflict be consistent with General Plan Policy 4.4.3.

Policy 4.6.1: Prioritize goods movement along specific routes in the City, consistent with the adopted layered network, to foster efficient freight logistics. The Project site is situated in close proximity to the regional transportation network which connects the site to the Ports of Long Beach and Los Angeles, both major gateways for international trade, the Inland Empire and the Western United States. Located along the south side of the SR-60 Freeway, access to the regional transportation system from the site is provided via Nicholas Road and Distribution Way, and access to the SR-60 and I-10 Freeway from Distribution Way is provided at the Potrero Boulevard interchange, approximately 1 mile to the west. Truck trips would be routed through an industrial area to 4th Street and Potrero Boulevard, also identified as potential City Truck Priority roadways. Due to the Project site's proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. In addition, the Project would be consistent with SCAG's Connect SoCal goals, which are described in detail in Table 4.11-1, *Consistency with SCAG's Connect SoCal*. Based on the foregoing, the Project would not conflict with General Plan Policy 4.6.1.

Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods. The closest sensitive area to the Project site is existing single-family homes located over 1,000 feet to the northeast of the Project site, across SR-60 and I-10. Truck trips would be routed through an industrial area to 4th Street and Potrero Boulevard and would not pass by sensitive areas. Based on these restrictions, the Project would not conflict with General Plan Policy 4.6.2.

As shown, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

Threshold b: ***Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

The City's VMT Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into three types:

- Project Type Screening
- Map Based Screening based on Low VMT Area
- Transit Priority Area (TPA) Screening

A land use project need only meet one of the above screening thresholds to result in a less-than-significant impact. For the purposes of this analysis, the initial VMT screening process has been conducted with using the WRCOG VMT Screening Tool (Screening Tool), which uses screening criteria consistent with the screening thresholds recommended in the Technical Advisory and the City's VMT Guidelines. The City's VMT guidelines refer to the WRCOG screening tool that was developed

for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out.

1. TPA Screening

Consistent with guidance identified in the Technical Advisory and the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"1 or an existing stop along a "high-quality transit corridor"2) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor. Therefore, the TPA screening threshold is not met.

2. Low VMT Area Screening

The City VMT Guidelines also state that, "residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." The Screening Tool uses the sub-regional RIVTA) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average. The Project boundary is located in TAZ 78 and is not within a low VMT generating TAZ based on daily total VMT per service population.

3. Project Type Screening

Local serving uses and local essential services (e.g., local parks, day care centers, public schools, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The proposed Project is estimated to exceed the 110 daily vehicle trip threshold, therefore, the Project would not be eligible to screen out based on project type screening.

As none of the VMT screening criteria are met a project-level VMT analysis was prepared (*Technical Appendix L2* of this EIR). As discussed previously, the Project would result in a significant project generated VMT impact if the following condition is met:

- Baseline project generated VMT per service population exceeds 3% below the City of Beaumont current average VMT per service population.

Table 4.11-2, *Project VMT per SP Comparison*, shows the Project Baseline VMT per SP compared to the City's adopted impact threshold. As shown, the Project would exceed the City's current VMT per service population by 32.70%. As such, the Project's VMT impact is significant (Urban Crossroads, 2022).

Table 4.11-2 Project VMT per SP Comparison

	Project
Impact Threshold	30.61
Project Total VMT per SP	40.62
VMT per SP Above Threshold	+32.70%
Potentially Significant?	Yes

Source: (Urban Crossroads, 2022, Table 2)

Threshold c: ***Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The Project's potential to increase hazards as a result of a geometric design feature has been assessed to provide adequate truck access/circulation. The Project's circulation plan has been designed to be compatible with all foreseeable vehicles. Truck access to the Project site would be provided via a primary driveway on the southeast corner at Nicholas Road and primary auto access is provided at the southwest corner at the intersection of Prosperity Way and Distribution Way. Emergency vehicle access is at the northwest corner at the intersection of Western Knolls Avenue and SR-60. Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the Project driveways in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers. As shown on Figure 3-7, Site Plan, the Project driveway at Nicholas Road is sufficient to accommodate the wide turning radius of heavy trucks (WB-67, which has a 53-foot trailer).

The Project area is generally characterized by industrial uses. Traffic generated by the Project would be typical of an industrial development and be compatible with the type of traffic generated by the existing and surrounding development. Proposed roadway improvements along the Project site frontage would occur within the public rights-of-way and would be installed in conformance with the City's design standards. The City of Beaumont reviewed the Project's application materials (refer to EIR Section 3.0, *Project Description*) and determined that no hazardous transportation design features would be introduced by the Project. Accordingly, the proposed Project would not create or substantially

increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

4.11.7 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development. The analysis under Threshold "a" indicates that the Project would not conflict with relevant SCAG's Connect SoCal or City General Plan programs, plans, and policies addressing the circulation system. Further, the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Each related project would be expected to comply with all applicable relevant programs, plans, and policies. Therefore, no cumulative impact would occur.

OPR's Technical Advisory states that "a project that falls below an efficiency-based threshold (e.g., VMT per service population) that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance." Since the Project was found to have a significant impact at the project level, it is considered to be cumulatively-considerable and therefore to have a significant cumulative impact as well.

Based on the review of the Project Site driveways, no safety concerns relating to geometric design of the Project site access points would occur. Furthermore, the Project is compatible with the uses in the immediately surrounding area. Therefore, impacts are not considered to be cumulatively-considerable and no significant cumulative impact would occur.

4.11.8 Significance of Impacts Before Mitigation

Threshold a: Less than Significant Impact. The Project would not conflict with a program, plan, policy addressing the circulation system such that the Project would result in a significant impact on the environment.

Threshold b: Significant Direct and Cumulatively-Considerable Impact. The Project would result in a significant VMT impact at a project and cumulative level.

Threshold c: Less than Significant Impact. The Project would not create or substantially increase safety hazards due to a design feature or incompatible use.

4.11.9 Mitigation

Refer to mitigation measure 4.7-4 in Section 4.7, *Greenhouse Gas Emissions*.

MM 4.7-4 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) Program detailing strategies for reducing the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

4.11.10 Significance of Impacts After Mitigation

Threshold b: Significant Direct and Cumulatively-Considerable Impact. Mitigation measure MM 4.7-4 would require TDM measures to reduce the use of single occupant vehicles by employees by increasing carpool/vanpool participation and transit use. Additionally, the TDM program may provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work. These measures can be used to help reduce VMT (i.e., commute trips) determined to be potentially significant. The level of effectiveness of such trip reduction measures are described in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Locational context is a major factor relevant to the potential application and effectiveness of commute trip reduction measures. The three locational contexts identified by the 2021 Handbook are suburban, urban, and rural. The locational context of the Project is characteristically suburban, which as noted in the 2021 Handbook further limits the effectiveness of a particular commute trip reduction measure as compared to an urban/city center with high accessibility to transit and other modes of transportation beyond the single occupancy automobile. In addition to limitations related to locational context, as future building tenant(s) are not known for the Project, the ultimate effectiveness of any commute trip reduction measure cannot be guaranteed.

It is also recognized that as the Project area and surrounding communities develop as envisioned under the City of Beaumont General Plan (Elevate Beaumont 2040 Plan), new residential, retail, and industrial development would be implemented. These actions could collectively alter transportation patterns, improve the region's jobs/housing ratio, reduce VMT, and support implementation of new or alternative transportation demand management measures.

There is no means, however, to definitively quantify VMT reductions that could result from measures implemented by the Project, or that could result from actions beyond the control of the Project. The effectiveness of these measures is dependent on as yet unknown Project building tenant(s) and employee participation; as well as actions of other developments and government(s) that may directly or indirectly affect Project VMT. Conservatively, this analysis assumes no reduction in VMT that may result from Project VMT reductions measures, or that may result directly or indirectly from actions by others.

As the Project has, as of yet, unknown building tenants and cannot guarantee future operator or employee participation in any such trip reduction measure, this analysis conservatively assumes no reduction in VMT that may result from design features or measures intended to reduce commute VMT. The Project VMT impact is therefore considered significant and unavoidable.

4.12 TRIBAL CULTURAL RESOURCES

The analysis in this Subsection is based on the cultural resources assessment report prepared by Brian F. Smith and Associates, Inc. (hereafter, "BFSA") and Native American tribal consultations. The referenced BFSA report is titled "A Phase I Cultural Resources Assessment for the Trammell Crow Beaumont Project," October 7, 2022, (BFSA, 2022), which is included as *Technical Appendix E* to this EIR. Written and oral communication between Native American tribes and the City of Beaumont is considered confidential in respect to places that have tribal cultural significance (Gov. Code § 65352.4), and although all communications that occurred between the Native American tribes and the City of Beaumont pertaining to the Project site were relied upon to inform the preparation of this EIR Subsection, those communications are treated as confidential and are not available for public review.

4.12.1 EXISTING CONDITIONS

The information provided below is a summary of the Existing Conditions information provided in Subsection 4.4, *Cultural Resources,* and *Technical Appendix E,* of this EIR. Please refer to Section 4.4.1 for a detailed discussion of the Project's prehistoric, ethnohistoric, and historic setting as it applies to Native Americans.

A. Prehistoric Period

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County and are described in Subsection 4.4.1 of this EIR.

B. Ethnohistoric Setting

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Luiseño, the Cahuilla, and the Gabrielino.

1. Luiseño

When contacted by the Spanish in the sixteenth century, the Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges Mountains at San Jacinto, on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano. The Luiseño were a Takic-speaking people more closely related linguistically and ethnographically to the Cahuilla, Gabrielino, and Cupeño to the north and east rather than the Kumeyaay who occupied territory to the south.

The Luiseño occupied sedentary villages most often located in sheltered areas in valley bottoms, along streams, or along coastal strands near mountain ranges. Villages were located near water sources to facilitate acorn leaching in areas that offered thermal and defensive protection. House structures were conical, partially subterranean, and thatched with reeds, brush, or bark.

Hunting implements included the bow and arrow. Arrows were tipped with either a carved, fire-hardened wooden tip or a lithic point, usually fashioned from locally available metavolcanic material or quartz. Coastal groups fashioned dugout canoes for nearshore fishing and harvested fish with seines, nets, traps, and hooks made of bone or abalone shell.

The Luiseño had a well-developed basket industry. Baskets were used in resource gathering, food preparation, storage, and food serving. Ceramic containers were shaped by paddle and anvil and fired in shallow, open pits to be used for food storage, cooking, and serving. Other utensils included wood implements, steatite bowls, and ground stone manos, metates, mortars, and pestles.

2. Cahuilla

At the time of Spanish contact in the sixteenth century, the Cahuilla occupied territory that included the San Bernardino Mountains, Orocopia Mountain, and the Chocolate Mountains to the west, Salton Sea and Borrego Springs to the south, Palomar Mountain and Lake Mathews to the west, and the Santa Ana River to the north. The Cahuilla are a Takic-speaking people closely related to their Gabrielino and Luiseño neighbors, although relations with the Gabrielino were more intense than with the Luiseño. They differ from the Luiseño and Gabrielino in that their religion is more similar to the Mohave tribes of the eastern deserts than the Chingichngish religious group of the Luiseño and Gabrielino.

Cahuilla villages were typically permanent and located on low terraces within canyons in proximity to water sources. These locations proved to be rich in food resources and also afforded protection from prevailing winds. Cahuilla houses were dome-shaped or rectangular, thatched structures. Cahuilla clothing, like other groups in the area, was minimal. Men typically wore a loincloth and sandals; women wore skirts made from mesquite bark, animal skin, or tules. Babies wore mesquite bark diapers. Rabbit skin cloaks were worn in cold weather.

Hunting implements included the bow and arrow, throwing sticks, and clubs. Grinding tools used in food processing included manos, metates, and wooden mortars. The Cahuilla were known to use long, wood, grinding implements to process mesquite beans; the mortar was typically a hollowed wooden log buried in the ground. Other tools included steatite arrow shaft straighteners. Baskets were made from rush, deer grass, and skunkbrush. Different species and leaves were chosen for different colors in the basket design. Coiled-ware baskets were either flat (for plates, trays, or winnowing), bowl-shaped (for food serving), deep, inverted, and cone-shaped (for transporting), or rounded and flat-bottomed for storing utensils and personal items.

Cahuilla pottery was made from thin, red-colored ceramic ware that was often painted and incised. Four basic vessel types are known for the Cahuilla: small-mouthed jars, cooking pots, bowls, and dishes. Additionally, smoking pipes and flutes were fashioned from ceramic.

3. Gabrielino

The Gabrielino occupied territory at the time of Spanish contact included much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island.

Gabrielino villages were permanent and smaller resource-gathering camps occupied at various times of the year depending on the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams and in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements. Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could house from one to several families.

Clothing was minimal; men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. Island and coastal groups used sea otter fur for cloaks. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads (Bean and Smith 1978; Kroeber 1976).

Hunting implements included wooden clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, and wooden paddles and bowls. Baskets were made from rush, deer grass, and skunk bush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.

The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite since it was valued so much by groups throughout southern California.

4.12.2 NOP/Scoping Comments And Tribal Outreach

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022, and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to tribal cultural resources. One comment was received related to cultural

resources from the Native American Heritage Commission (NAHC) on July 22, 2022. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52.

As required by Assembly Bill 52 (AB 52), the City submitted invitations to consult with 13 Native American tribes September 14, 2022, including the following tribes:

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Torres-Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Indians
- Ramona Band of Cahuilla
- Cabazon Band of Mission Indians
- Soboba Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeno Indians
- Augustine Band of Cahuilla Mission Indians
- San Manuel Band of Mission Indians
- Fort Yuma Quechan Indian Tribe
- Campo Band of Dieguneno Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- La Posta Band of Diegueno Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueno Mission Indians
- Pala Band of Mission Indians
- Pechanga Band of Indians
- Rincon Band of Luiseno Indians
- Serrano Nation of Mission Indians

4.12.3 Regulatory Framework

The following is a brief description of the federal, State, and local environmental laws and related regulations related to tribal cultural resources.

A. Federal Regulations

1. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred

to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. (NPS, 2021c)

One major purpose of this statute is to require that federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s). (NPS, 2021c)

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items. (NPS, 2021c)

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee. (NPS, 2021c)

2. National Historic Preservation Act (1981)

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

3. American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands shall, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies also are required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites.

B. State Regulations

1. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017b)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider avoiding or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017b)

§ 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017b)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)

2. California Register of Historic Place (1993)

As a recipient of federal funding, the California Office of Historic Preservation administers the California Register of Historical Resources (CRHR) (CA Pub. Res. Code Section5020 et. seq.). The purpose of the California Register is to develop and maintain an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and desirable, from substantial adverse change. The State Historic Preservation Officer enforces a designation and protection process, has a qualified historic preservation review commission, maintains a system for surveys and inventories, and provides for adequate public participation in its activities. Sites, places, or objects that are eligible to the National Register, are automatically included in the CRHR.

3. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing

the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (CA Legislative Information, n.d.)California Code of Regulations Section 15064.5.

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (CNRA, 2019)

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
    - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
    - *Is associated with the lives of persons important in our past;*
    - *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
    - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does*

not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

C. Local

1. City of Beaumont General Plan

The City of Beaumont General Plan identifies goals and policies related to tribal cultural resources in the Conservation and Open Space Element. The following goals and policies from the Conservation and Open Space Element applicable to the Project include:

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.1: Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural, and tribal cultural resources, to the extent feasible.

Policy 8.11.2: Comply with notification of California Native American tribes and organization of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB 52 and SB18.

Policy 8.11.4: Require that any human remains discovered during implementation of public and private project within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Reparation Act, California Public Resources Code Amended Status 1982 Chapter 1492, California Public Resources Code Statues 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statues of 1987) and other appropriate laws.

4.12.4 Methodology

A. Cultural Resources Study

The information in this subsection contains an evaluation of the Project's potential impacts to tribal cultural resources. Much of this analysis presented herein is based on information obtained from the Project's Cultural Resources Assessment (*Technical Appendix E*) and correspondence between the City and the Native American tribes. The Phase I Cultural Resource Assessment included a records search at the Eastern Information Center (EIC), Land Patent records held by the Bureau of Land Management (BLM), additional background research, and a pedestrian field survey of the Project site to determine the presence or absence of archaeological and historic resources.

B. Native American Consultation (AB 52 Compliance)

The City of Beaumont sent notification of the Project to the Native American tribes with traditional or cultural affiliation to the area as described in Section 4.12.2, above. A summary of the AB 52 consultation process and responses is provided below under Threshold "a." As previously stated, the

results of consultation with interested tribes are confidential; however, any conditions or mitigation established during tribal consultation are incorporated into the analysis within this subsection.

4.12.5 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XVII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to tribal resources if the Project or any Project-related component would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.12.6 IMPACT ANALYSIS

Threshold a:	***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

As discussed in Phase I Cultural Resources Assessment (*Technical Appendix E*), BFSA requested a review of the Sacred Lands Files (SLF) by the NAHC in March of 2019 to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one mile of the Project. The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius. Additionally, as discussed in EIR Subsection 4.4, *Cultural Resources*, all previously recorded cultural sources were evaluated as not significant and ineligible for listing on the CRHR. There are no significant historical resources pursuant to Section 15064.5 located within the Project site.

1. Native American Consultation

As previously stated, the City of Beaumont sent notification to the Native American tribes with traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 requirements. The City of Beaumont sent notification letters of the Project to the Native American tribes listed in Section 4.12.2.

As of the publication of this EIR, the City received responses from six Native American tribes. Augustine Band of Cahuilla Mission Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and Fort Yuma Quechan Indian Tribe responded stating that they have no comment and did not request consultation. Morongo Band of Mission Indians requested consultation and additional information that was provided on January 5, 2023, and Agua Caliente Band of Cahuilla Indians requested additional information that was provided on January 9, 2023. Morongo Band of Mission Indians provided a response letter on March 27, 2023, requesting mitigation measures, which have been incorporated into the Project (see Section 4.12.9).

Based on information provided in Subsection 4.4, *Cultural Resources*, of this Draft EIR and consultation with Native American tribes, there is potential that buried tribal cultural resources could

be encountered during ground-disturbing activities. Accordingly, there is a potential for significant impacts to occur during grading.

4.12.7 Cumulative Impact Analysis

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development projects in the vicinity of the Project site that are in the western area of Riverside County and the Native American tribes with traditional or cultural affiliation to the area.

As noted earlier in this Subsection, the City of Beaumont conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52 and SB 18. Although other development projects in the traditional use area for the above listed culturally affiliated tribes may impact significant tribal cultural resources, impacts are generally site-specific resulting from ground disturbing activities and generally do not combine to result in cumulative impacts, unless resources are identified immediately adjacent to the Project site. There are no related projects immediately adjacent to the Project site that could combine with Project impacts to cause a cumulative impact. Therefore, the Project would not result in a cumulatively considerable impact related to tribal cultural resources.

4.12.8 Significance of Impacts Before Mitigation

Threshold a: Potentially Significant Impact. Although no tribal cultural resources are known to occur within the Project's impact limits, implementation of the Project has the potential cause a substantial adverse change in the significance of tribal cultural resources, if any, that might be buried beneath the site's surface or in on-site vegetation.

4.12.9 Mitigation

Refer to Mitigation Measures MM 4.4-1 and MM 4.4-2 in Section 4.4, *Cultural Resources*, of this EIR.

MM 4.12-1 Native American Treatment Agreement. Prior to the issuance of grading permits, the Project applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.

MM 4.12-2 Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and

irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Project applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM 4.12-3 Cultural Resource Management Plan Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.

MM 4.12-4 Pre-Grade Meeting. The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

MM 4.12-5 On-site Monitoring During all ground-disturbing activities the qualified archaeologist and the Native American monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

MM 4.12-6 Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

A. Full avoidance.

B. If avoidance is not feasible, Preservation in place.

C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.

D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)

MM 4.12-7 Inadvertent Discovery of Human Remains. The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].

A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; Project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.

C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98.

D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

MM 4.12-8 Final Report. The final report[s] created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

4.12.10 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 and MM 4.12-1 through 4.12-8, would ensure that grading and other ground-disturbing activities during construction are monitored by a qualified archaeologist as well as tribal monitor. The mitigation measures further require the proper treatment of any resources that may be uncovered, and the avoidance of disturbance in areas where potential resources are uncovered. With implementation of the required mitigation measures, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and potential Project and cumulative impacts would be reduced to less than significant levels.

4.13 WILDFIRE

This Subsection describes the existing wildfire conditions of the Project site and vicinity and evaluates the Project's potential to exacerbate wildfire impacts and expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

4.13.1 EXISTING CONDITIONS

A. Regional Setting

Regional climate in the South Coast Air Basin (SCAB) is characterized as a semi-arid climate. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland.

Fires can be a significant issue during Summer and Fall, especially during dry Santa Ana wind events. Santa Ana winds are strong, extremely dry downslope winds that originate inland and affect coastal Southern California and northern Baja California. Santa Ana winds events can occur throughout the year; however, they generally occur during the Fall months. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation as well as accelerating oxygen supply.

B. Existing Setting

1. Wildfire Risks

Wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designated and maintained to be ignition resistant. In the City of Beaumont, moderate, high, and very high fire hazard severity zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the Sphere of Influence (SOI). High and Very High FHSZ are in the northeast portion of the City and SOI near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along SR-79 in the southern portion of the City. (City of Beaumont, 2020a)

The City and its SOI is also identified by CalFire as being within a "wildland-urban interface" (WUI). A WUI is an area where urban development is in proximity to open space or "wildland" areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within proximity to wildland fuels or designated fire severity zones. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions. (City of Beaumont, 2020a)

2. Project Site

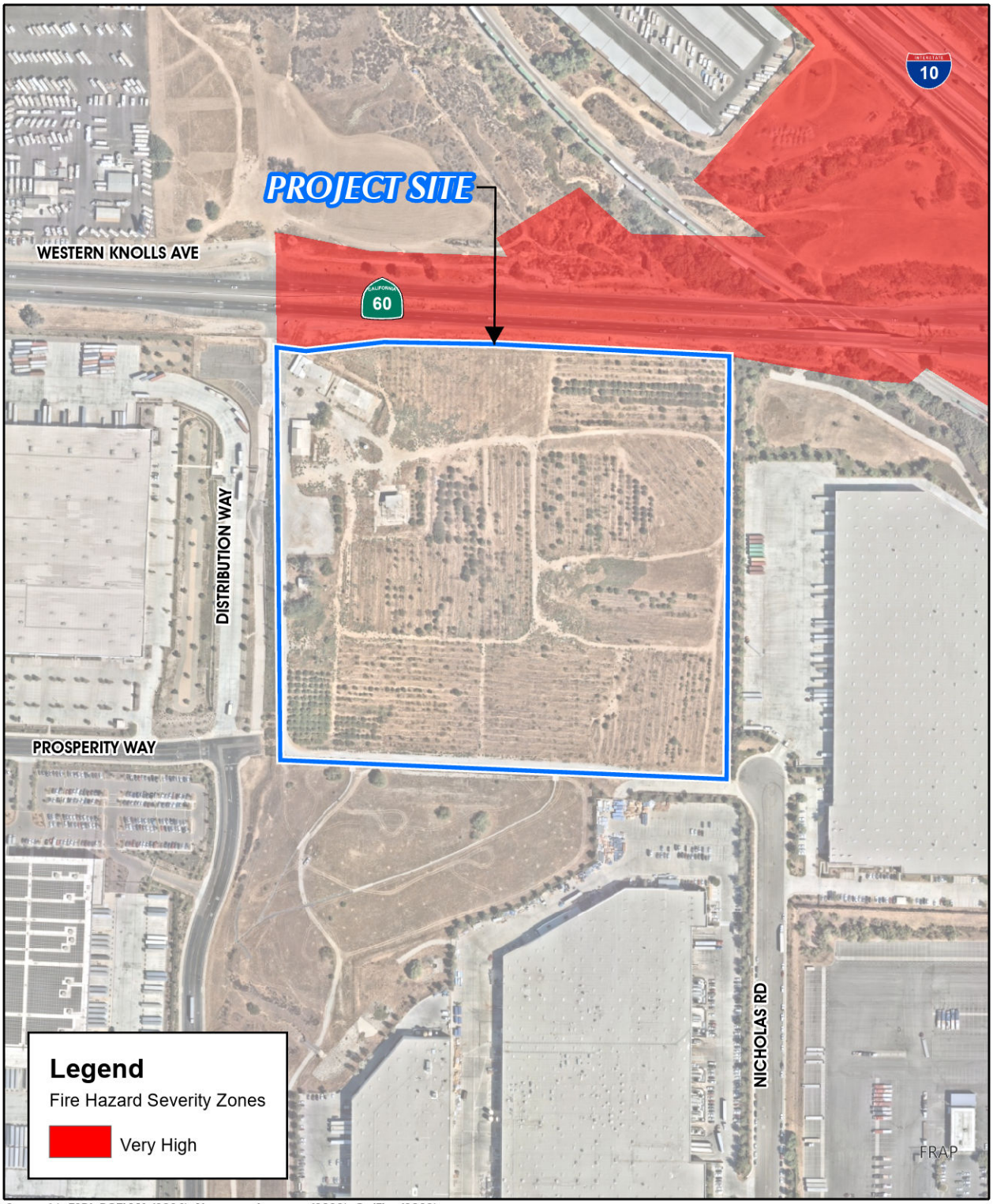
The Project Site is located in an area that is largely urbanized and as of November 2021, the Dowling Fruit Orchard on the Project site ceased operation. Currently, the site is heavily vegetated with dead and dying fruit trees and other dry, weedy vegetation. Most of the orchard trees have been removed from the property and only sparse rows of trees are present. (BFSA, 2021a) There are existing power poles that are currently running north-south along the western property boundary.

Surrounding land uses that lie adjacent to the Project site include SR-60 Freeway to the immediate north, Icon Fitness warehouse to the east, a closed Riverside County Landfill and a CJ Foods warehouse facility to the immediate south, and Wolverine Worldwide warehouse facility to the immediate west. Land between the edge of the nearest open space and the Project site is urban development, along with the SR-60. With the exception to the vacant land across the SR-60 Freeway, surrounding land uses contain no large open space areas that have the potential for wildland fire hazards.

According to the RCIT and the California Department of Forestry and Fire Protection (CalFire), and as shown in Figure 4.13-1, *Fire Hazard Severity Zone*, the Project site is not located within Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State responsibility area (SRA). However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area (LRA) (Cal Fire, 2022).

3. Topography

The southern three-quarters of the site slopes downward to the south at a gradient of 2 percent and the northern quarter of the site slopes downward to the north at a gradient of 1 percent. (SoCal Geo, 2021) Under existing conditions and as further discussed in EIR Subsection 4.9, *Hydrology and Water Quality*, existing drainage patterns direct runoff to four discharge points: Discharge Point (DP) 1 is on the northeast corner of the lot; Discharge Point 2 is on the south mid area of the lot; Discharge Point 3 is on the southwest corner of the lot and; Discharge Point 4 is on the northwest corner of the lot. Runoff from DP-1 is directed to San Timoteo Creek Reach 3, 2, & 1A; Santa Ana River Reach 4 & 3; and Prado Flood Control Basin. Runoff from DP's 2-4 is directed to detention basins at Distribution Way and W 4th St. After detention, runoff is discharged to the existing stream south of W 4th St. From the stream, runoff is directed to San Timoteo Creek Reach 3, 2, & 1A; Santa Ana River Reach 4 & 3; and Prado Flood Control Basin, and ultimately discharges into the Pacific Ocean. (Huitt-Zollars, 2022a) There are no existing on-site water features and the Project site is within FEMA Zone X, which is an of 0.2% annual chance flood. (FEMA, 2008)



Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2022), CalFire (2022)

Figure 4.13-1

0 100 200 400 Feet

Fire Hazard Severity Zones

4. Emergency Response

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with CalFire for City-wide fire protection, emergency medical services, and fire safety education. There are two fire stations within Beaumont that serve the City: Station 20 and Station 66. The closest fire station to the Project site is Station 20, located approximately 2.6 miles to the east. Station 66 is the City's primary fire station and has access to two fire engines and 1 squad truck. Station 20 (1550 E. 6th Street) is a CAL FIRE station and operational costs are shared by the cities of Beaumont and Banning, and the County of Riverside; it has access to one fire engine. Additionally, CAL FIRE has access to seven shared engines in San Jacinto, five shared engines in Desert Hot Springs and nine shared engines in Moreno Valley. Current fire service response times in the City of Beaumont are approximately 8 to 12 minutes. The City's goal is a five-minute response time. (City of Beaumont, 2020a)

4.13.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on July 20, 2022, and an EIR Scoping Meeting was held August 3, 2022. No comments were made during the EIR Scoping Meeting that pertain to wildfire impacts.

4.13.3 Regulatory Framework

The following is a brief description of the State, regional, and local environmental laws and related regulations related to fire hazards.

A. State

1. California Building Code (Chapter 7A)

The purpose of Chapter 7A of the California Building Code is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. (CBC, 2016)

B. Regional

1. CalFire/Riverside County Unit Strategic Fire Plan

The CalFire/Riverside County Unit Strategic Fire Plan (Fire Plan) is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Plan Protection. The Fire Plan provides a road map for prevention and reduction of firefighting costs and loses to property, life, and the environment in San Jacinto Mountain communities including the City of Beaumont. (City of Beaumont, 2020a)

C. Local

1. City of Beaumont Emergency Operations Plan

The Project site is required to comply with the regulations and standards established by the City of Beaumont. The City has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). The City's EOP establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and Riverside County, special districts, and State agencies. (City of Beaumont, 2020a)

2. City of Beaumont General Plan

The General Plan identifies goals related to wildfire prevention in its Safety Element. The goals and policies that are applicable to the Project are as follows:

Goal 9.5: A City with enhanced fire and emergency response services.

- **Policy 9.5.5:** Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

- **Policy 9.6.6:** Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure of to the property line, whichever is closer) to reduce the risk of fires. For structures located within the Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

- **Policy 9.6.7:** Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

- **Policy 9.6.8:** Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification areas shall be located within the project site and shall be clearly delineated on grading plans.

3. City of Beaumont Municipal Code

The City of Beaumont Municipal Code identifies polices related to wildfire prevention. The specific Municipal Code policies that are relevant to the Project are as follows.

Chapter 3.36 – Emergency Preparedness Facilities Fees. City Council finds that the cumulative impact of all new development under the General Plan will result in population growth that will overwhelm the City's ability to temporarily care for and shelter victims of disasters and other emergencies. To prevent these undesirable consequences, Emergency Preparedness Centers must be provided at a rate which will accommodate the expected growth in the City. The City Council acknowledges that the demand for such a Center is shared by new development as well as existing development. The proposed facilities fee apportions the cost of the necessary public improvement among the different categories of new and existing users according to the reasonably estimated demand that each group of users places upon such facilities. (City of Beaumont, 2022)

Chapter 15.20 – Fire Code. The California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II – Scope and Administration, except that Section 103.2 and 109. 3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in Chapter 15.20, including any and all amendments thereto that may hereafter be made and adopted by the State of California, is adopted as the City Fire Code. (City of Beaumont, 2022)

4.13.4 Basis for Determining Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section XX of Appendix G to the CEQA Guidelines addresses typical adverse effects related to wildfires and includes the following threshold questions to evaluate the Project's impacts related to wildfire:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan;

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Initial Study (*Technical Appendix A*) concluded that impacts associated with Threshold "a" would be less than significant. Further analysis of these impacts is not warranted in this EIR.

4.13.5 Impact Analysis

If located in or near state responsibility area state responsibility areas of lands classified as very high fire severity zones:

Threshold b:	***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

As discussed above, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) with a State Responsibility Area (SRA). However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area (LRA) (Cal Fire, 2022).

The Project currently consists of buildings associated with the former Dowling Fruit Orchard and various types of fruit trees and disturbed plowed fallow land between plantings. The Project would result in the development of the Project site with industrial buildings that would remove the vegetation which would reduce the presence of fuel in the event of a wildfire. In addition to an overall reduction of vegetative fuel at the Project site, development of the site would increase the buffer between vacant land and adjoining industrial uses. The Project's proposed design features, which include asphalt roads and parking stalls, and a fully irrigated landscape, would reduce the risk of wildfire at the Project site. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for the Project's interior fire sprinkler systems for all the Project's proposed structures. Additionally, all Project related plans will be reviewed and approved by the City of Beaumont and Riverside County Fire Department to ensure the safety of future Project occupants and structures. The development of the Project site with the Project would not facilitate the spread of wildfire and create or exacerbate offsite fire risk to neighboring resources. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Threshold c:	***Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

The Project does not require the installation of infrastructure that may exacerbate fire risk. Water service to the Project site would be provided by the Beaumont/Cherry Valley Water District (BCVWD). Water would be accommodated via a proposed 18-inch water main that would extend from

the southeastern corner of the building to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary.

Sanitary sewer service to the Project site would be provided by the City of Beaumont. The proposed 6-inch sewer lines would be extended from the southeastern corner of the building, which would connect to an 8-inch existing sewer main on Nicholas Road. Sewer flows from the Project site would be conveyed via the regional wastewater conveyance facilities to the Beaumont Wastewater Treatment Plant, located approximately 0.34 miles southeast of the Project site. Portions of two existing forced main sewer lines (one 12-inches in diameter, and one 16-inches in diameter) that are currently running north-south along the western property boundary will undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way. Such work will be coordinated with the City of Beaumont.

Electrical service to the Project site is provided by Southern California Edison (SCE). Portions of the existing services on site that formerly supplied power to irrigation pumps will be removed as they will no longer be required for the Project. Portions of the existing power poles that are currently running north-south along the western property boundary will be removed and/or placed underground to accommodate the improvements proposed for the Project. Such work will be coordinated with SCE.

In addition to the Project's utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the Riverside County Fire Department standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk on or off-site or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Threshold d:	***Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

According to Federal Emergency Management Agency (FEMA), the Project site is wholly located on Flood Insurance Rate Map (FIRM) No. 06065C0811G (dated August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with area of 0.2% annual chance flood (FEMA, 2008). As further discussed under Threshold "c" of EIR Subsection 4.9, *Hydrology and Water Quality*, the Project would result in minor changes to the existing drainage patterns of the Project site. However, such changes would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The Project would replace land that contains vegetation susceptible to wildfire with buildings, streets, driveways, parking lot areas, detention basins, and irrigated landscaping that would not readily transmit wildfire. Therefore, the Project would reduce the

risk of wildfire spread. In the event that wildfire occurs in the Project vicinity, the Project would not result in an increased risk of downslope or downstream flooding because it is within an area of minimal flooding and Project runoff would be adequately conveyed by the existing storm drain infrastructure. Therefore, the implementation of the Project would not increase the risk of downslope or downstream flooding. Impacts would be less than significant.

As discussed in *Geology and Soils*, the Riverside County General Plan – Safety Element – indicates that portions of the Project site may have "low" to "moderate" susceptibility for seismic induced slope instability, or landslide potential. (Riverside County, 2019) Regardless of the landslide susceptibility, the Project would be required by the CBC and Beaumont Building Code to comply with the recommendations identified in the Project's Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. Additionally, the Project would replace dry vegetation with a building, pavement, and irrigated landscaping, which would improve the stability of the site in a post-fire condition compared to its existing undeveloped state. The implementation of the Project is not anticipated to directly or indirectly cause potential substantial risks, including landslides, as a result of runoff, post-fire instability or drainage change. Impacts would be less than significant.

Based on the foregoing analysis, the Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage change. Impacts would be less than significant.

4.13.6 Cumulative Impact Analysis

The cumulative impact analysis considers potential wildfire impacts of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects within the City of Beaumont.

The Project would reduce the potential for wildfires to spread to adjacent properties by removing the vegetation which would reduce the presence of fuel in the event of a wildfire. Additionally, the Project's proposed building would incorporate an internal sprinkler system would further reduce the Project's potential to exacerbate wildfire risks. As such, the Project would reduce the potential for wildfires to spread to adjacent properties. Other development Projects in the area within a VHFHSZ would be required to comply with the City's General Plan Policies 9.6.6, 9.6.7, and 9.6.7, which would incorporate fuel management zones and/or other infrastructure to reduce the potential to spread wildfires. Implementation of the measures will reduce the risk of wildfire spreading and will improve the ability of firefighters to fight fires on the Project and neighboring properties and resources, irrespective of the cause or location of ignition. The Project is primarily surrounded by urban development and served by existing infrastructure; therefore, its development would not contribute incrementally with other projects in the City to create an environment that could exacerbate wildfire risk and cumulative impacts would be less than significant.

The Project would result in the installation of infrastructure; however, the construction and operation of the proposed infrastructure would comply with applicable State and local standards regulating fire risk. Surrounding development projects would install utility infrastructure within dedicated easement and/or roadways. Other projects under construction would also be required to comply with the same State and local building and fire code requirements regarding construction and access. As such, the Project along with other cumulative projects would not result in cumulative impacts from the installation or maintenance of associated infrastructure; cumulative impacts would be less than significant.

The potential hazards related to wildfire addressed under Threshold "d" are unique to the Project site and are inherently restricted to the specific property proposed for development. That is, issues including downslope or downstream flooding and landslides are specific to the Project site and the immediately surrounding area. Additionally, the Project site would not influence or exacerbate downslope or downstream flooding and landslides at other, off-site properties. Due to the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effect to or from other properties. The Project would not result in a cumulative impact.

4.13.7 Significance of Impacts Before Mitigation

Threshold b: Less-than-Significant Impact. The Project would result in the development of the Project site with industrial buildings that would remove the vegetation which would reduce the presence of fuel in the event of a wildfire. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Threshold c: Less-than-Significant Impact. Water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way. The proposed 6-inch sewer lines would be extended from the southeastern corner of the building, which would connect to an 8-inch existing sewer main on Nicholas Road. Although the Project would result in the installation of associated infrastructure, the Project's proposed infrastructure is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project site is within an area of minimal flooding. Additionally, the Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The Project would be required by the CBC and Beaumont Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation and constructed to maximize stability in order to preclude safety hazards to on-site areas. The implementation of the Project is not anticipated to directly or indirectly cause potential substantial risks, including landslides, as a result of runoff, post-fire instability or drainage change. Impacts would be less than significant.

4.13.8 Mitigation

Impacts would be less than significant and mitigation is not required.

4.13.9 Significance of Impacts After Mitigation

Impacts would be less than significant.

5.0 OTHER CEQA CONSIDERATIONS

California Environmental Quality Act (CEQA) Guidelines Section 15126 requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. It also sets forth general content requirements for environmental impact reports (EIRs). Potential significant effects of the proposed Project; mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.13 of this EIR. An analysis of alternatives is included in Section 6.0, *Alternatives*.

This section provides: (1) identification of significant environmental effects that cannot be avoided if the Project is implemented, (2) identification of significant irreversible environmental changes that would result from implementing the Project, and (3) growth-inducing impacts of the Project.

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, the Project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after the consideration of Project Design Features, compliance with applicable federal, State and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- GHG Emissions: Project related GHG emissions totaling 9,731.28 $MTCO_2e$/yr would exceed the GHG emission significance threshold of 3,000 $MTCO_2e$/yr. After the application of feasible mitigation measures, the annual GHG emissions associated with the operation of the Project under Project Buildout scenario would be 9,561.28 $MTCO_2e$/yr (2,766.58 $MTCO_2e$/yr or 29% attributed to building operation and 6,794.00 $MTCO_2e$/yr or 71% attributed to mobile sources), which would continue to exceed the 3,000 $MTCO_2e$/yr threshold and would be significant and unavoidable on a direct and cumulatively-considerable basis. No other feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

- Noise (Traffic Noise): The Project would result in a significant impact from operational traffic noise during Existing plus Project conditions for five roadway segments (#2, #3, #4, #6, and #7). Under Opening Year Cumulative (2025) Conditions, the Project would result in a significant impact for five roadway segments (segment #2 #3, #5, #6, and #7). Under Horizon Year (2045) Conditions, the Project would result in a significant impact for three roadway segments (segment #2 #3, and #7). There are no feasible additional mitigation measures that exist to reduce Project traffic noise impacts. Therefore, Project-related off-site traffic noise

level increases are considered significant and unavoidable on a direct and cumulatively-considerable basis.

- Transportation (Vehicle Miles Traveled): The Project would result in a significant VMT impact at a project and cumulative level. Transportation Demand Management (TDM) strategies that have potential to reduce the Project Vehicle Miles Traveled (VMT) have been incorporated as mitigation, however, there is no means, to definitively quantify VMT reductions that could result from measures implemented by the Project, or that could result from actions beyond the control of the Project. The effectiveness of these measures is dependent on as yet unknown Project building tenant(s) and employee participation; as well as actions of other developments and government(s) that may directly or indirectly affect Project VMT. Therefore, no reduction in VMT was assumed for implementation of VMT strategies. After the application of Project design features and feasible mitigation measures, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

5.2 Significant Irreversible Environmental Changes Which Would be Caused by the Project Should it be Implemented

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines §15126.2(c)). Specifically, Section 15126.2(d) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified*.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the Project could result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. There are no non-renewable resources present at the Project site; therefore, conversion of the land from its current state, would have no direct effect on any such resources at the Project site.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water for drinking, cleaning, landscaping, and general maintenance needs). However, use of nonrenewable resources is not expected to negatively impact the availability of these resources. Additionally, the Project is required by law to comply with the California Green Building Standards Code (CALGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable sources. Further, as indicated in Section 4.5, *Energy*, of this EIR, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

An increased commitment of public services (e.g., police, fire, sewer, and water services) would also be required. Project development is an irreversible commitment of the land, energy resources, and public services. After the 50- to 75-year structural lifespan of the building is reached, it is improbable that the site would revert to its current use due to the large capital investment that will already have been committed.

Implementation of the Project would commit the Project site to industrial warehouse uses. As demonstrated in the analysis presented throughout EIR Section 4.0, *Environmental Analysis*, construction, and long-term operation of the Project would be compatible with the existing and planned land uses on and surrounding the Project site and would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with greenhouse gas emissions, noise, and transportation, these effects would not commit surrounding properties to land uses other than those that are present under existing conditions or planned by the City of Beaumont General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.

As discussed in detail under EIR Subsection 4.6, *Energy*, use of the Project would not result in a wasteful, inefficient, or unnecessary consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

Based on the foregoing, the Project would not result in significant irreversible environmental changes pursuant to CEQA Guidelines §15126.2(c).

5.3 GROWTH-INDUCING IMPACTS OF THE PROJECT

CEQA requires a discussion of ways in which the proposed project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment (State CEQA Guidelines, Section 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined throughout Section 4.0, *Environmental Analysis*, of this EIR.

Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?

As shown in Figure 3-10, *Conceptual Utility Plan (North)*, and Figure 3-11, *Conceptual Utility Plan (South)*, water, reclaimed water, and sewer infrastructure would connect to existing infrastructure facilities. Water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way, running

west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary. A proposed 6-inch sewer lines would be extended from the southeastern corner of the Building, which would connect to an 8-inch existing sewer main on Nicholas Road. Implementation of the Project would not require the expansion of water and sewer infrastructure, as the Project would connect to existing water and sewer lines. Therefore, infrastructure would not extend beyond the Project site and induce population growth. Since all proposed utility infrastructure would connect to lines at the edges of the Project site and would be sized to exclusively serve the proposed development, this Project infrastructure would not indirectly induce substantial unplanned population growth.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Section 5.4.11 below, the Project would not necessitate the expansion of existing public service facilities to maintain desired levels of service. If these facilities or associated resources do need to be expanded in the future, funding mechanisms are in place through existing regulations and standard practices to accommodate such growth. This Project would not, therefore, have significant growth inducing consequences with respect to public services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. For example, additional commercial uses may be drawn to the area by the increased number of residents in the area because of a project.

Economic growth is expected to take place as a result of the Project implementation from construction jobs, and employees generated by the Project. The Project's employees (short-term construction and long-term operational) would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services demands is expected to be marginal, accommodated by existing goods and service providers and highly unlikely to result in any new physical impacts to the environment based on the amount of available warehouse/distribution facilities available in areas near the Project site, including the City of Banning and unincorporated areas of Riverside County. As discussed in Section 5.4.10 below, the Project would result in an approximate increase of 738 employees and the Project's employment is within both SCAG and City growth forecasts.

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. During Project construction, design, engineering, and construction-related jobs would be created. This would last until Project construction is completed. At full-Project build out, the Project is estimated to generate approximately 738 permanent jobs. Employees would come from within the City or the surrounding region because there is an imbalance of jobs and housing in Western Riverside County and the jobs that an industrial and commercial project in the region is likely to provide would be consistent with the job skills of residents in the area. For example, according to SCAG's Pre-Certified Local Housing Data, Beaumont has 19,385 workers living within its borders who work across 13 major industrial sectors. The most prevalent industry is Education & Social Services with 5,714 employees (29.5% of total) and the second most prevalent industry is Retail trade with 2,593 employees (13.4% of total). Additionally, the Construction industry has 1,071 employees (0.06% of total) and the Manufacturing industry has 1,483 employees (0.08% of total) (SCAG, 2021). The Project's employment generation would not induce substantial growth in the area because the Project would result in service-oriented and industrial-oriented jobs, which are jobs that are anticipated to be filled by existing and future residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in December 2022, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,200,200 persons with more than 2,120,600 people employed and an unemployment rate of 3.6% (or 79,600 persons) (BLS, 2023). Accordingly, the Riverside-San Bernardino-Ontario region contains an ample supply of potential employees under existing conditions and the Project's labor demand is not expected to draw a substantial number of new, unplanned residents to the area. Furthermore, approximately 91.1% of Beaumont residents commute outside of the City for work and more housing units are expected to be built within the City over the next 20 years. The Project would provide job opportunities close to home for existing and future Beaumont residents, which would subsequently help achieve a better job-to-housing balance within the City.

In summary, because it is anticipated that most of the Project's future employees would already be living in the City of Beaumont or the surrounding areas, the Project's introduction of employment opportunities on the Project site would not induce substantial growth in the area.

Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Project is limited to the Project site's boundaries and does not include any components that would indirectly affect existing or planned uses on neighboring properties. The development of the proposed logistics uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative

beyond the rule of reason; however, it should be noted that implementation of the Project would not result in the approval of proposed uses on any other property outside of the Project site. CEQA does not require the analysis of speculative effects (State CEQA Guidelines § 151454). If any other property owner were to propose redevelopment of a property in the Project vicinity or in any part of the City, the redevelopment project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

The operation and maintenance of the Project would generate jobs, but any potential growth-inducing impact of the employment of persons at the Project site was accounted for in the City's General Plan. The Project site is designated as Industrial and zoned as Manufacturing. No General Plan Amendment or Zone Change is required for the Project. The proposed uses would be consistent with the existing General Plan land use designation and Zoning classification for the Project site. Accordingly, the Project would not directly promote growth either at the Project site or at the adjacent and surrounding properties that were not accounted for in the City's General Plan.

5.4 IMPACTS CONSIDERED LESS THAN SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR". Based on the Initial Study, it was determined that the following topical issues would result in no impact or less than significant impacts: Aesthetics, Agriculture and Forestry Resources (Thresholds b, c, and d), Biological Resources (Thresholds b, c, and e), Geology and Soils (Thresholds a(iii), a(iv), b, and e), Hazards and Hazardous Materials (Thresholds c, e, and f), Hydrology and Water Quality (Thresholds c(i), c(iv), and d), Land Use and Planning, Mineral Resources, Noise (Threshold c), Population and Housing, Public Services, Recreation, Transportation (Threshold d), Utilities and Service Systems and Wildfire (Threshold a).

5.4.1 AESTHETICS

Threshold a: ***Would the Project have a substantial adverse effect on a scenic vista?***

The Project site is located in the southwestern area of the City of Beaumont and surrounding properties include industrial uses and vacant land. According to the Beaumont General Plan EIR, the City is located within the San Gorgonio Pass, which provides vistas to the San Gorgonio Mountains and the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast (City of Beaumont, 2020b). Intermittent views of San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains can be seen along major thoroughfares in the City. The closest major thoroughfare to the Project site is SR-60, an east-west oriented roadway, which provides intermittent and partial views to these mountains.

The Project would re-develop the existing abandoned fruit orchard with a warehouse building totaling 610,000 square feet and related site improvements such as landscaping, parking, and infrastructure facilities. It should be noted that Western Knolls Avenue and Nicholas Road, north-south oriented

roadways, also provide intermittent and partial views to these mountains. Additionally, the Project's proposed structure, which would reach a maximum height of 50 feet above finished grade, are not anticipated to block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains due to Project site's orientation and topography in relation to SR-60, Western Knolls Avenue and Nicholas Road. Under Project conditions, SR-60, Western Knolls Avenue and Nicholas Road are anticipated to continue to provide intermittent and partial views to the mountains.

The Project would not have a substantial adverse effect on a scenic vista because the City's General Plan does not identify any scenic vistas adjacent to or within the Project vicinity (City of Beaumont, 2020a). Accordingly, impacts to scenic vistas would be less than significant.

Threshold b:	***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?***

According to the California Department of Transportation (Caltrans) State list of eligible and officially designated State Scenic Highways, the Project site is not within or adjacent to a designated or eligible State scenic highway (Caltrans, 2019). The nearest officially designated State scenic highway is SR-243, located approximately 7.14 miles east of the Project site. Therefore, no impacts to scenic resources within a State scenic highway are identified or anticipated.

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

According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. According to the 2010 Census Urbanized Area Reference Map, the Project is located within a non-urbanized area (US Census, 2012). As such, the Project's potential to degrade the existing visual character or quality of public views of the site and its surroundings is analyzed.

As previously stated, the Project is developed with a former fruit orchard which includes an abandoned produce store and sheds, various types of fruit trees that are no longer cultivated or irrigated, and disturbed plowed fallow land between plantings. The areas surrounding the Project site is generally characterized by industrial and vacant land uses. Due to the topographic constraints of the Project area, public views of the Project site are limited to SR-60, Western Knolls Avenue and Nicholas Road. There limited distant views of the Project site from Distribution Way. The Project Applicant proposed to redevelop the Project site with one industrial warehouse building totaling 610,000 sf (including 10,000 sf of mezzanine). As shown in **Error! Reference source not found.** and **Error! Reference source not found.**, the Project's grading operation would excavate approximately 210,797 cubic yards of cut and require approximately 169,345 cubic yards of fill. During grading and construction various pieces

of heavy machinery would be used. However, temporary fencing would be erected around the Project site to block views of construction activities. Furthermore, all Project-related construction activities would be temporary and all construction equipment would be removed from the Project site following the completion of the Project's construction activities. As such, Project-related changes to local visual character as viewed from the SR-60, Western Knolls Avenue and Nicholas Road during near-term construction activities would be less than significant and the construction of the Project would not substantially degrade the existing visual character or quality of public views of the Project site.

The Project site is surrounded by industrial uses to the south, west, and east. Redevelopment of the Project site into industrial would be consistent with the surrounding uses and would not substantially degrade the existing visual character. Moreover, architectural features associated with the building include the use of concrete tilt-up panels, corrugated metal accent paneling, tinted glass, metal canopies, and architectural reveals consistent with nearby existing industrial buildings. Development of the Project would be consistent with the City's General Plan land use designation and would be required to comply with the City's Municipal Code Section 17.03.100 – Manufacturing Zone (M-Zone) (City of Beaumont, 2022). The Project would also be required to comply with the City's Municipal Code Section 17.06.040(C). Industrial Use Landscape provisions (City of Beaumont, 2022). Compliance with the City's Municipal Code would ensure that the development on the Project site is aesthetically pleasing and would not substantially degrade the existing visual character of the Project site and its surroundings from pubic views and impacts would be less than significant.

Threshold d: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views?***

The existing on-site land use for the Project site is developed with the former Dowling Fruit Orchard including an abandoned produce store and sheds on the northwestern corner of the site. The Project would create a new source of light and glare in comparison to its existing use.

The Project would introduce new light sources to the Project site as necessary for security, safety, and wayfinding. However, the lighting would be consistent with existing lighting in the surrounding area. The Project would also be required to comply with the City's Municipal Code Section 8.50.070 – Lighting in the Commercial/Industrial Zone which establishes standards for all outdoor lighting within the Commercial/Industrial Zone (City of Beaumont, 2022). Applicable standards include: 1) lamp lumen limits and shielding requirements, 2) lights mounted on poles or structures intended for mounting lights shall not exceed a mounting height of 40 percent of the horizontal distance of the light pole from the property line, up to a maximum of 20 feet high, whichever is lower, 3) total lamp power limit which is determined by multiplying the square footage of the parcel by 0.05, and 4) outdoor lighting systems shall be turned off by at least 50 percent beginning at 10:00 PM.

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and

other viewers. Proposed exterior building materials primarily include concrete, painted metal, and tempered glass. These non-reflective building materials would not result in potential glare impacts within the Project site or surrounding areas, and notably at the street level.

Implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. Accordingly, impacts would be less than significant.

5.4.2 Agriculture and Forestry Resources

Threshold b:	***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The current Zoning Classification for the Project site is Manufacturing. The Manufacturing zone is intended to maintain existing industrial and manufacturing uses and to promote the development of new business parks, light industrial uses, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses (City of Beaumont, 2022). According to City's General Plan Program EIR, there are no Williamson Act contract lands within the City of Beaumont (City of Beaumont, 2020b, p 5.2-19). The Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts to agricultural zoning or Williamson Act contracts are anticipated or identified.

Threshold c:	***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

According to the City's General Plan Program EIR, there are no properties within the City that are zoned for forest land, timberland, or timberland production (City of Beaumont, 2020b, p 5.2-19). The current Zoning Classification for the Project site is Manufacturing. The Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, no impacts are anticipated or identified.

Threshold d:	***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

According to the City's General Plan Program EIR, there are no forest lands within the City and the environmental conditions are not suitable for the creation of a mature stand of forest trees (City of Beaumont, 2020b). The Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are anticipated or identified.

5.4.3 BIOLOGICAL RESOURCES

Threshold b:	***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

The Project site is an approximate 30.90 acres of agriculture (fruit orchards), developed and disturbed vegetation communities. The entire Project site is generally flat and is characterized as either an active orchard or disturbed plowed fallow land (devoid of vegetation) between plantings. According to the City's General Plan 2040 Program EIR, there are no CDFW or USFWS riparian scrub, forest, woodlands habitat, or sensitive vegetation communities documented within or adjacent to the Project site (City of Beaumont, 2020b). The Project site is characterized as Residential/Urban/Exotic and has a land use designation of Industrial. Therefore, no impacts are anticipated or identified.

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

See response for 5.4.3(b). There are no wetlands on the Project site. Accordingly, no impact would occur.

Threshold e:	***Would the Project conflict with any local polices or ordinances protecting biological resources, such as tree preservation policy or ordinance?***

The City of Beaumont does not possess an ordinance pertaining to the protection of trees (City of Beaumont, 2020b, p. 5.4-51). The Project would not conflict with any local policies or ordinances protecting biological resources. Accordingly, no impacts are anticipated or identified.

5.4.4 GEOLOGY AND SOILS

Threshold a:	***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*** ***iii) Seismic-related ground failure, including liquefaction?*** ***iv) Landslides?***

A. Seismic-Related Ground Failure, Including Liquefaction

According to the City's General Plan Program EIR, the Project site is located in an area of "Very Low" liquefaction susceptibility (City of Beaumont, 2020b, p. 5.6-23). Accordingly, no impacts associated with seismic-related ground failure, including liquefaction, would occur.

B. Landslides

Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. The Project site is not located within a landslide zone. Accordingly, no impact related to landslide hazards would occur.

Threshold b: ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Soil erosion and/or the loss of topsoil could occur when soil is exposed during Project construction activities. Developments under the City's land use control would require submittal of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by City staff prior to issuing building permits (City of Beaumont, 2020b, p. 5.6-45). A SWPPP would identify the sources of pollution that may affect the quality of stormwater discharges and describe and ensure the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 5-1, below.

Table 5-1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Following construction activities, the Project site would be developed with hardscape and landscaping and would not result in substantial erosion or siltation. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

Threshold e:	***Would the project have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The Project does not involve the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. The Project proposes infrastructure improvements including a sanitary sewer service that would connect to an 8-inch existing sewer main on Nicholas Road. Implementation of the Project would require coordination with the City to approve connections to the municipal sewer system. Accordingly, no impacts related to the use of septic tanks or alternative waste water disposal systems would occur.

5.4.5 Hazards and Hazardous Materials

Threshold c:	***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The Project is surrounded by industrial and vacant land uses. There are no existing or proposed schools located within one-quarter mile of the proposed Project site. The nearest school is Three Rings Elementary School, located approximately 2,280 feet (0.43 mile) northeast of the Project site. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts are identified or anticipated.

Threshold e:	***For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

There are no airports within the City of Beaumont. The nearest airport is the Banning Municipal Airport, located approximately eight miles east of the Project site. The Project site is not within an airport land use plan or within two miles of a public use airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impacts are identified or anticipated.

Threshold f:	***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts. The Project site is located adjacent to SR-60, which is designated as an evacuation route in the City's General Plan. As addressed in the City's General Plan, during any future development activities, measures would be taken to maintain SR-60 at all times (City of Beaumont, 2020a, p. 229). The City would review the Project for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans in order

to ensure the safety of City residents and the physical environment. All construction and operation would be required to be performed per the City's and CalFire standards and regulations. For example, future development is required to provide the necessary access and circulation for emergency vehicles and services during the construction and operation phases. Future developments would also be required to go through the City's development review and permitting process and as set forth in Chapter 15.02 (Fire Code) of the City's Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.) The Project would be required to comply with the City's General Plan policies and existing laws and regulations. Therefore, impacts would be less than significant.

5.4.6 HYDROLOGY AND WATER QUALITY

Threshold c:	***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***
	i) result in substantial erosion or siltation on- or off-site;
	iv) impede or redirect flood flows?

A. Soil Erosion

Developments under the City's land use control would require submittal of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by City staff prior to issuing building permits (City of Beaumont, 2020b, p. 5.6-45). A SWPPP would identify the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 5-1, above. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Following construction activities, the Project site would be developed with hardscape and landscaping and would not result in substantial erosion or siltation. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

B. Flooding

The Project site is located within "Zone X", which is an area of 0.2% annual chance flood, in FEMA Flood Insurance Rate Map (FIRM) panel 06065C0811G (effective 08/28/2008) (FEMA, 2008). Therefore, no impacts are anticipated or identified.

Threshold d:	***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

The Project site is located inland and no significant bodies of water are located in the Project vicinity. Therefore, the Project is not located within a tsunami or seiche zone. The Project site is located within

"Zone X", which is an area of 0.2% annual chance flood (FEMA, 2008). Therefore, no impacts are anticipated or identified.

5.4.7 Land Use and Planning

Threshold a:	***Would the Project physically divide an established community?***

The Project is surrounded by industrial and vacant land uses along with the SR-60 Freeway immediately north of the Project site. The nearest residential uses are located across the junction of SR-60 Freeway and I-10 to the northeast. The proposed Project site would be consistent with the existing General Plan designation and zoning classification. When fully operational, the Project is expected to generate approximately 600 jobs in two or three shifts per day. The Project would align with the City's economic development goals in the existing industrial areas and no aspect of the Project would divide an established community. Therefore, no impacts are identified or anticipated.

Threshold b:	***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?***

The Project would be consistent with the existing General Plan designation and zoning classification for the Project site. The Project would comply with all applicable land use planning goals and policies, and Municipal Code requirements. The Project would not 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. Therefore, no impacts are anticipated or identified.

5.4.8 Mineral Resources

Threshold a:	***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

According to the City's General Plan 2040 Program EIR, the City has no known or identified mineral resources of regional or statewide importance (City of Beaumont, 2020b, p. 5.11-7). As depicted in the General Plan Figure 5.11-1, Mineral Resources Zones, the Project site is located in mineral resource zone MRZ-3 where the significance of mineral deposits is undetermined. The California Department of Conservation does not show oil, gas, or geothermal fields underlying the Project site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (CDOC, 2019a). No mines, wells, or other resource extraction activity occurs on the Project site or is known to have ever occurred on the Project site. Therefore, no impacts are identified or anticipated.

Threshold b:	***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

See response 5.4.3(a). As discussed above, no known locally-important mineral resources exist on or near the Project site, and no mineral resource extraction activities occur on the site. The Project site is predominantly developed with an abandoned fruit orchard. Thus, the Project would not result in the loss of availability of locally-important mineral resources. Accordingly, no impacts would occur.

5.4.9 NOISE

Threshold c:	***For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no airports within the City of Beaumont. The nearest airport is the Banning Municipal Airport, located approximately eight miles east of the Project site. The Project site is not within an airport land use plan or within two miles of a public use airport. Therefore, the Project would not result in excessive noise for people residing or working at the Project site. No impacts are identified or anticipated.

5.4.10 POPULATION AND HOUSING

Threshold a:	***Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The Project would result in the development of approximately 610,000 sf warehousing and office building, replacing the former Dowling Fruit Orchard. The Project would only result in an approximate increase of 738 employees. The Project is consistent with the City's General Plan buildout assumptions and therefore is also consistent with Southern California Association of Governments' (SCAG) 2045 employment projections for the City. Project-generated jobs are well within the employment projections for the City of Beaumont. In accordance with the City's General Plan, employment uses are focused along the major corridors including the SR-60 Freeway. The Project site is within the Interstate Employment subarea, which is recognized as an area to accommodate additional job intensive uses. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impact would occur.

Threshold b: ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Project site is currently abandoned and there are no people living at the site. The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur.

5.4.11 Public Services

Threshold a: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i. Fire Protection;

ii. Police Protection;

iii. Schools;

iv. Parks; or

v. Other Public Facilities

A. Fire Protection

Fire services are provided by the Riverside County Fire Department (RCFD) and Cal Fire. There are two fire stations within Beaumont that serve the City: Station 20 and Station 66. The closest fire station to the Project site is Station 20, located approximately 2.6 miles to the east. The City also has access to 21 shared fire engines: 7 in San Jacinto, 5 in Desert Hot Springs, and 9 in Moreno Valley (City of Beaumont, 2020b, p. 5.14-1).

As indicated above, the Project would demolish the existing structures and replace it with an industrial warehouse building. The increase in building square footage on site would not generate a substantial increase in employees/personnel or uses necessitating increased calls for service. Furthermore, the Project would not generate the need for new firefighters or fire protection facilities. In the event of an emergency within the Project site that requires more resources than the primary fire stations that serve the area could provide, resources and personnel may be dispatched from other RCFD stations, as necessary, to respond to fire and emergency calls.

The City has adopted the 2019 California Fire Code that lists the minimum required fire-flow and flow duration for buildings of different floor areas and construction types in Chapter 15.20, Fire Code, within the City's Municipal Code. The Project would be required to comply with all applicable RCFD and City codes, ordinances, and regulations regarding fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements. The Project would not generate the need for new firefighters or fire protection facilities. The demand for fire protection

services resulting from the Project would not require the construction of new, or alteration of, existing fire protection facilities to maintain an adequate level of fire protection service. Moreover, the Project would be required to pay a development impact fee (DIF) to the City to assist in providing future fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction when they are needed. Therefore, no physical impacts associated with the provision of fire protection services would occur.

B. Police Protection

Police protection services are provided by the City of Beaumont at one police station located at 660 Orange Street (approximately 1.35 miles east of the Project site). According to the City's General Plan EIR, the City has a goal to provide 1 officer per 1,000 population and would meet this goal for General Plan buildout through implementation of existing and future Community Facilities Districts and requirements for a fiscal impact analysis for projects requirement a general plan amendment or annexation to the City (City of Beaumont, 2020b, p. 5.14-23).

The Project incorporates safety features such as setbacks from the street and well-lit exterior spaces with visual exposure. The Project would not generate a substantial increase in employees/personnel or uses necessitating increased calls of service. The Project would not require the construction of new, or alteration of, existing police protection facilities to maintain an adequate level of police protection service. Moreover, the Project would be required to pay DIF fees to the City to assist in providing future police protection facilities. Therefore, no physical impacts associated with the provision of police protection services would occur.

C. Schools

The City of Beaumont is serviced by the Beaumont Unified School District. The proposed Project would not generate new residents or students and, therefore, would have no impact on school services or facilities.

D. Parks

The City's Parks and Recreation Department operates and manages parks and park programs for the City of Beaumont. As indicated above, the Project would not generate new residents and would have no impact on park services or facilities.

E. Other Public Facilities

No new government services would be needed to implement the Project.

5.4.12 RECREATION

Threshold a:	***Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

The proposed Project would not result in an increase in resident population in the City and would not increase the demand for park facilities. Therefore, no impact would occur.

Threshold b:	***Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

The proposed Project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, no impacts would occur.

5.4.13 TRANSPORTATION

Threshold d:	***Would the Project result in inadequate emergency access?***

Future development would be required to comply with all applicable RCFD and City codes, ordinances, and regulations regarding emergency access. The City would be responsible for reviewing Project infrastructure, access, and compliance with related codes and standards prior to issuance of building permits. Therefore, impacts on emergency access would be less than significant.

5.4.14 UTILITIES AND SERVICE SYSTEM

Threshold a:	***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

The Project would introduce recycled water mains and drainage lines that would connect to existing facilities adjacent to the Project site. Water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Proposed 6-inch sewer lines would be extended from the southeastern corner of the building, which would connect to an 8-inch existing sewer main on Nicholas Road. Portions of two existing forced main sewer lines (one 12-inches in diameter, and one 16-inches in diameter) that are currently running north-south along the western property boundary will undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way.

Runoff from the site's parking lots, driveways, and roof drains will be directed to nine catch basins and conveyed by storm drain lines to the proposed bio-retention basin located along the westerly edge of the Project site. Runoff from the southwest corner of the lot will be directed to a catch basin (modular wetland system). Overflow from the bio-retention basin and modular wetland system will be conveyed by the proposed outlet to the 42-inch public storm drain lateral C-4 on Prosperity Way.

The Project site would require the re-routing of electric lines in coordination with Southern California Edison. Portions of the existing two (2) natural gas lines (one 4-inches in diameter, and one 6-inches in diameter) that are currently running north-south along the western property boundary will also undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way.

Construction of the proposed utilities systems will be coordinated with respective agencies to ensure no significant environmental impacts would occur. The Project would not require the construction of new or expanded service system facilities that would result in significant environmental effects. Impacts would be less than significant.

Threshold b:	***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

The Project would be served with potable water from the BCVWD. The BCVWD conducts water planning based on City's General Plan forecast growth. BCVWD's 2020 Urban Water Management Plan projects a surplus in supply during normal year conditions through the year 2045. In single dry and multiple dry years, BCVWD will meet any shortfalls in supply by utilizing groundwater stored in the Beaumont Basin and has adopted a Water Shortage Contingency Plan to reduce demand to further reduce the dependence on groundwater and ensure adequate supply for six consecutive dry years through 2045 (BCVWD, 2021). The Project is consistent with the City's General Plan land use designation and therefore consistent with Citywide growth and buildout projections assumed in BCVWD's 2020 Urban Water Management Plan. Thus, there would be sufficient reliable water supplies available to meet Project demands. Therefore, impacts related to the availability of adequate water supplies to serve the Project from existing entitlements and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant.

Threshold c:	***Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

The City is responsible for the provision of sufficient wastewater conveyance and treatment services to customers within its service area. Wastewater generated in the City is treated at the Beaumont Wastewater Treatment Plant No. 1, which currently has a treatment capacity of 4.0 mgd with an average daily flow of 3.1 mgd. As such, the Beaumont Wastewater Treatment Plan No. 1 has an excess capacity of 0.9 mgd. For the purposes of this Project, it is conservatively assumed that the amount of

wastewater that would be generated by the Project is 100% percent of indoor water use. As shown in Table 5-2, *Water Demand Estimates*, the Project is estimated to generate 18,315 gpd (0.02 mgd) of wastewater requiring treatment. Therefore, the Beaumont Wastewater Treatment Plant No. 1 has sufficient excess capacity to treat Project-generated wastewater.

Table 5-2 Water Demand Estimates

Building Square Footage	Employee Count[1]	Indoor Water Demand Factor[1]	Indoor Water Demand
610,000	407	15 gpd/emp	18,315 gpd

[1] Based on recent water demand prepared by BCVWD for similar warehouse development project (Hidden Canyon), which estimated 1 employee per 1500 sf of warehouse/office space.

It should be noted that the City is currently upgrading and expanding the Beaumont Wastewater Treatment Plant No. 1, which would increase the treatment capacity from 4.0 mgd to 6.0 mgd. The upgrades and expansion to the Beaumont Wastewater Treatment Plant No. 1 is anticipated to adequately handle anticipated flows over the next 20 years. Therefore, the City has adequate capacity to serve the Project's projected demand in addition to the existing commitments and impacts would be less than significant.

Threshold d: ***Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Solid waste generated during the operation of the Project is anticipated to be collected by Waste Management or other private waste hauler and is anticipated to be hauled to Lamb Canyon Sanitary Landfill. Lamb Canyon Sanitary Landfill is permitted to receive 5,000 tons of solid waste per day with a remaining capacity of 19,242,950 cy as of January 2015. At buildout, the Project is estimated to generate approximately 1.42 pounds per 100 sf per day (CalRecycle, 2017), resulting in 8,662 pounds per day or 4.331 tons per day. The Project's increase in solid waste is well within the landfills remaining permitted capacity and is not anticipated to exceed the existing capacity. In compliance with Assembly Bill (AB) 939, the Project Applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the Lamb Canyon Landfill. The Project would not result in a significant increase in solid waste generation. Therefore, it would not result in the impairment of attaining solid waste reduction goals. Solid waste impacts resulting from implementation of the Project would be less than significant.

Threshold e: ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

- AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The Project would be required to comply with the provisions of the 2019 Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. The proposed Project would be required to comply with all applicable laws and regulations governing solid waste, and impacts would be less than significant.

5.4.15 WILDFIRE

Threshold a:	***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

See response 5.4.5(f). The State Responsibility Areas (SRA) established by the California Board of Forestry and Fire Protection are areas where Cal Fire is the primary emergency response agency responsible for fire suppression and prevention (California Board of Forestry and Fire Protection, 2022). The Project site is not located within an SRA. However, the Project is located within a Local Responsibility Area (LRA) and therefore, is under the jurisdiction of the Riverside County Fire Department Office of Emergency Services (City of Beaumont, 2020b). Additionally, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA (Cal Fire, 2022). The Project falls within the County's Local Hazard Mitigation Plan which includes recommendations for dealing with wildfire risks, primarily through creating defensible space by keeping fire fuel away from buildings.

The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts. The Project site is located adjacent to SR-60, which is designated as an evacuation route in the City's General Plan. As addressed in the City's General Plan, during any future development activities, measures would be taken to maintain SR-60

at all times (City of Beaumont, 2020a, p. 229). The City would review the Project for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans in order to ensure the safety of City residents and the physical environment. All construction and operation would be required to be performed per the City's and CalFire standards and regulations. For example, future development is required to provide the necessary access and circulation for emergency vehicles and services during the construction and operation phases. Future developments would also be required to go through the City's development review and permitting process and as set forth in Chapter 15.02 (Fire Code) of the City's Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.) The Project would be required to comply with the City's General Plan policies and existing laws and regulations. Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

6.0 ALTERNATIVES

6.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."*

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the Project would result in significant adverse environmental effects associated with greenhouse gas (GHG) emissions, noise, and transportation that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The Project's significant and unavoidable impacts are summarized below in Section 6.1.2.

6.1.1 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop the site with an industrial building that will implement the City's General Plan, create opportunities for employment within the City, and serve the local market demand for industrial building space. The following is a list of specific objectives that the proposed Project is intended to achieve.

A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses;

B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and SR-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy;

C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea;

D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances;

E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services;

F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region;

G. Redevelop a property that has access to available infrastructure, including roads and utilities;

H. Provide a landscaping plan that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources.

6.1.2 Summary of the Proposed Project's Significant Impacts

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

- GHG Emissions: Project related GHG emissions totaling 9,731.28 $MTCO_2e$/yr would exceed the GHG emission significance threshold of 3,000 $MTCO_2e$/yr. After the application of feasible mitigation measures, the annual GHG emissions associated with the operation of the Project under Project Buildout scenario would be 9,561.28 $MTCO_2e$/yr (2766.58 $MTCO_2e$/yr or 29% attributed to building operation and 6794.00 $MTCO_2e$/yr or 71% attributed to mobile sources), which would continue to exceed the 3,000 $MTCO_2e$/yr threshold and would be significant and unavoidable on a direct and cumulatively-considerable basis. No other feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

- Noise (Traffic Noise): The Project would result in a significant impact from operational traffic noise during Existing plus Project conditions for five roadway segments (#2, #3, #4, #6, and #7). Under Opening Year Cumulative (2025) Conditions, the Project would result in a significant impact for five roadway segments (segment #2 #3, #5, #6, and #7). Under Horizon Year (2045) Conditions, the Project would result in a significant impact for three roadway segments (segment #2 #3, and #7). There are no feasible additional mitigation measures that exist to reduce Project traffic noise impacts. Therefore, Project-related off-site traffic noise

level increases are considered significant and unavoidable on a direct and cumulatively-considerable basis.

- Transportation (Vehicle Miles Traveled): The Project would result in a significant VMT impact at a project and cumulative level. Transportation Demand Management (TDM) strategies that have potential to reduce the Project Vehicle Miles Traveled (VMT) have been incorporated as mitigation, however, there is no means, to definitively quantify VMT reductions that could result from measures implemented by the Project, or that could result from actions beyond the control of the Project. The effectiveness of these measures is dependent on yet unknown Project building tenant(s) and employee participation; as well as actions of other developments and government(s) that may directly or indirectly affect Project VMT. Therefore, no reduction in VMT was assumed for implementation of VMT strategies. After the application of Project design features and feasible mitigation measures, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

6.2 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines Section 15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "no project" alternative). For development projects that include a revision to an existing land use plan, the "no project" alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the "no project" alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines Section 15126.6(e)(3)(A-B). For the alternatives' analysis in this Draft EIR, both "No Project/No Development Alternative" were considered and the "No Project/Existing General Plan and Zoning Alternative" was rejected for the reasons described in Section 6.3.2. Alternatives that were considered for further analysis are summarized in Sections 6.2.1 and 6.2.2 below.

6.2.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 30.9-acre site would remain as is, an abandoned fruit orchard. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

6.2.2 No Project/Existing General Plan and Zoning Alternative

The No Project/Existing General Plan and Zoning Alternative would consider the development of the Project site with a use that conforms to the existing land use and zoning standards for the Project site, specifically the Industrial land use and the Manufacturing zone. Under this alternative, a total of 336,000 SF of manufacturing uses would be constructed. Access to the site would be the same as the Project. Assuming all manufacturing uses for the proposed building, the No Project/Existing General Plan and Zoning Alternative would generate 1,595 daily trips, including 229 AM peak hour, and 249 PM peak hour trips, resulting in an increase of 291 daily, 156 AM peak hour, and 132 PM peak hour trips compared to the Project. Trip generation under the Institute of Transportation Engineers (ITE), Manufacturing (Code 140) would generate more trips compared to the trip generation used for the Project which included 549,000 sf of High-Cube Fulfilment Center Warehouse and 61,000 sf of High-Cube Cold Storage Warehouse. Additionally, there would be a decrease in daily truck trips from 258 with the Project to 152 under this alternative, a decrease of 106 daily truck trips. This alternative was selected as required by CEQA Guidelines Section 15126.6(e)(3)(A) to compare the environmental effects of the Project with an alternative that would allow the continuation of uses permitted by the City's General Plan and Zoning.

6.2.3 Local Serving Retail Use Alternative

The Local Serving Retail Use Alternative would consider the development of the Project site with one commercial/retail building that is approximately 50,000 SF. The remainder of the site would be cleared of its existing uses but not be developed. As stated in the City's Municipal Code Table 17.03-3, commercial/retail uses allowed within the Manufacturing Zone include office, equipment, furniture, and supplies; pet sales and supplies; sporting goods and equipment; repair services (including but not limited to machine, welding, and furniture repair). Under this alternative, the development area and access to the Project site would be the same. The Local Serving Retail Use Alternative would generate 3,376 daily trips, including 87 AM peak hour, and 260 PM peak hour trips,[1] resulting in an increase of 2,072 daily, 14 AM peak hour, and 109 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 251 trips, from 258 to 7 This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise and VMT impacts.

6.2.4 Office Use Alternative

The Office Use Alternative would consider the development of one or more professional office buildings at the Project site, which would contain individual office suites occupied by a range of professional tenants, for a total of 305,000 SF. The remaining areas of the Project site would be developed with parking areas, drive aisles, driveway(s), lighting, utility connections, stormwater treatment and conveyance facilities, and landscaped areas. Under the Office Use Alternative, vehicular access to the site would be similar to that which is proposed by the Project. Offices are a permitted use

[1] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Shopping Center Plaza without Supermarket (Code 821).

within the Manufacturing Zone pursuant to the City's Municipal Code Section 17.03.100. A 305,000 SF office building would generate 2,797 daily trips including 412 AM peak hour, and 372 PM peak hour trips[2], resulting in an increase of 1,493 daily, 339 AM peak hour, and 315 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 230 trips, from 258 to 28. This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise impacts.

6.3 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the City but were rejected as infeasible. Factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR include: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines Section 15126.6(f)(1) notes:

> *"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site…"*

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. A summary of the alternatives that were considered but rejected are described below.

6.3.1 ALTERNATIVE SITES

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

[2] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Office (Code 710).

The Project proposes to develop a 30.9-acre site with a single industrial warehouse building totaling 610,000 SF. The Project Applicant has ownership and control over the Project site and the Project site's location in proximity to SR-60 provides direct access to the regional transportation network. The Project is also consistent with the City's General Plan and zoning designations, is adjacent to an existing industrial development, and away from residential use, which is conducive to industrial development and minimizes impacts to residential communities.

Given the size and type of the proposed development, a similarly sized project and land use elsewhere in the City of Beaumont would result in the same or greater project-level and cumulative GHG emission and transportation impacts. Significant unavoidable regional GHG emission impacts of the Project relate primarily to mobile emissions during operation and are not site specific, therefore, relocation of the Project would not substantially reduce these impacts. The Project's location is preferrable for industrial development to other areas of the City because of its proximity to 1) the regional transportation network and major infrastructure, reducing VMT; and 2) within an industrial corridor separated from sensitive receptors (e.g. residential uses, schools, etc.), reducing potential localized air quality, health risk, and off-site traffic noise impacts to surrounding neighborhoods. Therefore, analysis of an alternative site for the Project is neither meaningful nor necessary because the significant impacts resulting from the Project would not be avoided or substantially lessened by its implementation in an alternate location.

Regarding the feasibility of finding another potential vacant location for the Project, there are no existing, developed sites for sale that are a similar size as the Project site within close proximity to the key freeway infrastructure (i.e. SR-60) and that could reasonably be controlled by the Project Applicant for the purpose of developing the Project. Furthermore, the Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the jurisdiction of the City that could accommodate the Project, an alternative site is not feasible. As a result, this alternative was rejected from further consideration.

6.3.2 Alternatives to Eliminate Significant GHG Emissions Impacts

The Project would result in a significant unavoidable impact due to the exceedance of the GHG emission significance threshold of 3,000 $MTCO_2e$/yr, as determined in Section 4.7, *Greenhouse Gas Emissions*, of this Draft EIR. The source of GHG emissions is mainly due to mobile source emissions from truck trips, which account for approximately 6,794.00 $MTCO_2e$/yr or 70% attributed to mobile sources. The only way to reduce the GHG emissions impact to less than significant for this specific project and allow for similar industrial warehouse uses, consistent with the City's zoning, would be to reduce the building size and associated total daily truck trips. To reduce the Project-related GHG emissions from 9,731.28 $MTCO_2e$/yr below the significance threshold of 3,000 $MTCO_2e$/yr, the Project would need to be reduced by 70%, resulting in an approximate 183,000 sf building, which

represents a proportional decrease in automobile and truck trips and building square footage. A 70% reduction of the Project would not support the Project's main objectives including the following:

C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea. This alternative would attain this objective, but not to extent as the Project since the reduced building size would also reduce the number of potential jobs created (when considering jobs are based on a certain number of employees per square foot of development).

D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances. The 70% reduction of the Project would not maximize job opportunities. Therefore, this objective would not be achieved.

E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services. This alternative would have 70% less building space than the Project, and thus would not generate as much tax revenue as the Project. Therefore, this alternative would not achieve this objective as effectively as the Project.

F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region. The 70% reduction of building space would not accommodate a wide variety of users and be economically competitive with similar buildings in the local area and region. Therefore, this objective would not be achieved.

Moreover, while decreasing the size of the building on this specific site may reduce GHG emissions generated as a result of this specific Project, it is highly speculative whether it would result in any reduction of GHG emissions regionally or otherwise. Any reduction of the building size will fail to fully satisfy the demand for industrial building space in the area, thereby creating demand for that industrial building space at another location. The method of estimating GHG emissions for logistics facilities is highly dependent on the size of the facility, such that the estimated GHG emissions from a 500,000 SF facility would be substantially the same as the GHG emissions from two facilities of 400,000 SF and 100,000 SF. The GHG emissions resulting from the development of that additional industrial building space elsewhere may or may not exceed the reduction in GHG emissions associated with the reduction in building size at this Project site. Therefore, because this alternative fails to meet many of the Project Objectives and because the GHG emission reductions associated with this alternative are highly speculative, the alternative was rejected from further consideration.

6.4 ANALYSIS OF ALTERNATIVES

The City has identified the following alternatives as a range of reasonable alternatives to the Project in accordance with CEQA Guidelines Section 15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines Section 15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant and unavoidable impacts fall under the topics of GHG emissions, noise (off-site traffic-related noise), and transportation (VMT). Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the Project's impact, (2) a greater impact than would occur under the Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the Project's impacts.

Table 6-1, *Comparison of Alternatives and Project-related Environmental Impacts*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein in Table 6-2, *Alternatives Attainment of Project Objectives*, identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under Section 6.1.1, *Project Objectives*.

6.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 30.9-acre site would remain as is, an abandoned fruit orchard. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

A. Agriculture and Forestry Resources

Section 21095 of the CEQA statute and the State CEQA Guidelines Appendix G define three of the Farmland Mapping and Monitoring Program's (FMMP's) Important Farmland categories—Prime Farmland, Unique Farmland, and Farmland of Statewide Importance —as agricultural lands for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered a significant impact. Based on the most recent FMMP data available for Riverside County (2016), the Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of

"Unique Farmland" while the western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land".

The No Project/No Development Alternative would leave the property in its existing condition and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use. Since the Project site would remain in its existing condition under this alternative no impact would occur. Under this alternative, impacts would be less than the Project because the Project site would not convert Prime Farmland or Unique Farmland to a non-agricultural use. Although the Project would result in less than significant impacts associated with agriculture and forestry resources, the No Project/No Development Alternative would have no impact related to agriculture and forestry resources.

B. Air Quality

The No Project/No Development Alternative would avoid the introduction of new potential sources of short-term (construction) and long-term (operational) air pollutant emissions that would occur during the implementation of the Project. Accordingly, all of the Project's short- and long-term air quality impacts would be avoided under this alternative, because no construction and operational activities would occur at the Project site. Accordingly, although the Project would result in less than significant impacts associated with air quality, the No Project/No Development Alternative would result in no impacts.

C. Biological Resources

The No Project/No Development Alternative would leave the property in its existing condition. Under this alternative, impacts would be less than the Project because the Project site would not be disturbed compared to the permanent disturbance that would occur because of the Project's proposed development. Although the Project would result in less than significant biological resources impacts with incorporation of mitigation measures, the No Project/No Development Alternative would eliminate the Project's potential biological resource impacts to burrowing owl and nesting birds, and no mitigation would be required; therefore, there would be no impact to biological resources.

D. Cultural Resources

No known archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. The former orchard and three historic-aged buildings were identified within the Project site and subsequently evaluated as not historically or architecturally significant under any CEQA criteria. However, due the presence of cultural resources in the area and the presence of historic-aged buildings on the Project site, there is a potential to impact buried prehistoric archaeological resources or archeological resources that are historically significant during ground disturbance activities (i.e., grading and excavation activities). Accordingly, although the Project would result in less than significant cultural resources impacts with mitigation measures incorporated, the No Project/No Development Alternative would eliminate the Project's potential

impacts to cultural resources, and no mitigation would be required; therefore, there would be no impact to cultural resources.

E. Energy

Under the No Project/No Development Alternative, the Project site would remain as an abandoned fruit orchard; therefore, the site would not require any additional near-term or long-term energy resources. Accordingly, although the Project would result in less than significant impacts associated with energy, the No Project/No Development Alternative would have no impact related to energy use.

F. Geology and Soils

The No Project/No Development Alternative would result in no grading of the Project site; therefore, no impacts to geology or soils would occur. No known paleontological resources were identified as occurring within the Project site under existing conditions. However, based on the geologic age of the old and very old alluvial fan deposits mapped at the Project and nearby fossils collected from similar deposits, there is a high potential for significant paleontological resources within the geologic formations mapped at the Project site, and the Project would result in less than significant impacts with mitigation incorporated. The No Project/No Development Alternative would avoid potential impacts associated with unearthing previously undiscovered paleontological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface resources that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential paleontological resource impacts and no mitigation would be required; therefore, there would be no impact to geology and soil resources.

G. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no development would occur on the Project site; therefore, there would be no potential sources of near-term or long-term GHG emissions. Selection of this alternative would eliminate all of the Project's significant and unavoidable effects associated with GHG emissions and no impacts associated with GHG emissions would occur under this alternative.

H. Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no impacts related to hazards or hazardous materials would occur. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of hazardous materials during construction and operation of the Project. Similarly, this alternative would have no hazardous materials impacts and no mitigation would be required; therefore, there would be no impact to hazards and hazardous materials.

I. Hydrology and Water Quality

The No Project/No Development Alternative would result in no grading or development of the property; therefore, the existing drainage pattern would remain the same and no impacts to hydrology

or water quality would occur. However, under the No Project/No Development Alternative, drainage improvements or water quality features would not be installed on-site. Runoff would continue to flow to four discharge points to the northeast to San Timoteo Creek; and to the south, southwest, and northwest to detention basins at Distribution Way and 4th Street, as it does under existing conditions. Therefore, water quality impacts, including erosion and sedimentation, would be slightly greater under this alternative.

Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the Project site. Overall, this alternative would result in less impact when compared to the Project, which were determined to be less than significant.

J. Noise

Because no development would occur on the Project site under this alternative, no new sources of construction-related, on-site stationary noise or off-site traffic-related noise generated; therefore, the No Project/No Development Alternative would not contribute to an increase in areawide noise levels that would occur under the Project. Development of the Project would result in significant and unavoidable impacts related to off-site traffic noise. No impacts associated with noise would occur under this alternative; therefore, this alternative would eliminate the Project's significant and unavoidable off-site traffic noise impacts.

K. Transportation

Under the No Project/No Development Alternative, no new development would occur on the Project site and no traffic would be generated at the Project site. Therefore, this alternative would have no impacts related to a conflict with a program, plan, ordinance, or policy addressing the circulation system; hazards due to a design feature; or emergency access. This alternative has the potential to eliminate the Project's significant and unavoidable VMT impact. The No Project/No Development Alternative would reduce the Project's significant and unavoidable transportation impacts and no impacts would occur.

L. Tribal Cultural Resources

Based on Native American consultation, there is a potential to encounter tribal cultural resources within the Project site during ground-disturbing construction activities in native soils. Project impacts to tribal cultural resources were determined to be less than significant with mitigation. The No Project/No Development Alternative would leave the Project site in its existing condition; no additional grading or disturbance of native soil would occur. As such, this alternative would not result in impacts to undiscovered tribal cultural resources.

M. Wildfire

The Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) with a State Responsibility Area (SRA). However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area (LRA). The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and would not exacerbate wildlife risks. The Project would result in the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways, which would not exacerbate fire risk. Additionally, the Project would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides and would not exacerbate pollution from wildfires.

The No Project/No Development Alternative would leave the Project site in its existing condition; no changes to internal or off-site circulation or traffic volumes would occur, and emergency response or evacuation plans would not be affected. However, the No Project/No Development Alternative would not result in the removal of vegetation which would reduce the presence of fuel in the event of a wildfire. Although the Project would have less than significant impacts, implementation of this alternative could result in greater impacts associated with wildfire.

N. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would result in no physical environmental impacts to the Project site. All significant and unavoidable impacts of the Project would be eliminated by the selection of the No Project/No Development Alternative. However, this alternative would not receive benefit from removal of vegetation and would result in increased wildfire related impacts.

2. Attainment of Project Objectives

The No Project/No Development Alternative would fail to meet all the Project Objectives, as described in Section 6.1.1.

6.4.2 No Project/Existing General Plan and Zoning Alternative

The No Project/Existing General Plan and Zoning Alternative would consider the development of the Project site with a use that conforms to the existing land use and zoning standards for the Project site, specifically the Industrial land use and the Manufacturing zone. Under this alternative, a total of 336,000 SF of manufacturing uses would be constructed. Access to the site would be the same as the Project. Assuming all manufacturing uses for the proposed building, the No Project/Existing General Plan and Zoning Alternative would generate 1,595 daily trips, including 229 AM peak hour, and 249

PM peak hour trips,[3] resulting in an increase of 291 daily, 156 AM peak hour, and 132 PM peak hour trips compared to the Project. Trip generation under the Institute of Transportation Engineers (ITE), Manufacturing (Code 140) would generate more trips compared to the trip generation used for the Project which included 549,000 sf of High-Cube Fulfilment Center Warehouse and 61,000 sf of High-Cube Cold Storage Warehouse. Additionally, there would be a decrease in daily truck trips from 258 with the Project to 152 under this alternative, a decrease of 106 daily truck trips. This alternative was selected as required by CEQA Guidelines Section 15126.6(e)(3)(A) to compare the environmental effects of the Project with an alternative that would allow the continuation of uses permitted by the City's General Plan and Zoning.

A. Agriculture and Forestry Resources

The Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland" while the western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land". The No Project/Existing General Plan and Zoning Alternative would cover the same development impact area as the Project and convert Prime and Unique Farmland to non-agriculture uses. Like the Project, this alternative would result in less than significant impacts related to agriculture and forestry resources.

B. Air Quality

As with the Project, construction of the No Project/Existing General Plan and Zoning Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Under the No Project/Existing General Plan and Zoning Alternative, the overall amount of building construction would be the same in comparison to the Project because the building size would be the same. Therefore, the intensity of air emissions and fugitive dust from site preparation and construction activities would be similar on days with maximum construction activities. Because maximum daily conditions are used for measuring impact significance, regional and localized impacts on these days would be similar to the Project, which has less than significant with mitigation and less than significant impacts, respectively.

Because the No Project/Existing General Plan and Zoning Alternative would result in the same building floor area than the Project, non-mobile source air quality emissions would be similar as compared to the Project. As discussed above, the No Project/Existing General Plan and Zoning Alternative would result in an increase of 291 daily trips and a decrease of 106 daily truck trips. The Project's volume of VOC, NO_X, CO, SOx, PM_{10}, and $PM_{2.5}$ emissions would result in 27.19, 41.25, 150.55, 0.45, 10.99, and 3.09 pounds per day during summer and 22.56, 42.73, 108.75, 0.43, 10.95,

[3] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Manufacturing (Code 140).

and 3.04 pounds per day during winter, respectively. Under the No Project/Existing General Plan and Zoning Alternative, the volume of VOC, NO_X, SOx, CO, PM_{10}, and $PM_{2.5}$ emissions would result in approximately 13.5, 71.4, 55.6, 0.58, 10.9, and 3.38 pounds per day during summer and 10.9, 74.4, 38.0, 0.58. 10.9 and 3.36 pounds per day during winter, respectively. Therefore, the emissions for NOx, SOx, and $PM_{2.5}$ would be slightly higher compared to the Project due to the increase in vehicle trips. In total, the No Project/Existing General Plan and Zoning Alternative would have greater operational regional air quality emissions impacts but would be less than significant with mitigation.

Because heavy truck trip traffic would increase between the No Project/Existing General Plan and Zoning Alternative and the Project, this Alternative would result in greater impacts related to carcinogenic and non-carcinogenic health risk hazards.

Like the Project, the No Project/Existing General Plan and Zoning Alternative would generate odors during short-term construction activities (e.g., diesel equipment exhaust, architectural coatings, asphalt) and long-term operation (e.g., diesel exhaust). However, and similar to the Project, these odors would occur intermittently, be of short-term duration, and would not be substantial. Long-term operation of this Alternative would not create objectionable odors affecting a substantial number of people and impacts would be less than significant with compliance with mandatory regulatory requirements.

C. Biological Resources

The No Project/Existing General Plan and Zoning Alternative would involve the same development impact area as the Project. Therefore, this alternative would result in the same potential temporary and/or permanent impacts to biological resources (including burrowing owl and nesting birds) as the Project, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant. Therefore, impacts would be similar compared to the Project.

D. Cultural Resources

The No Project/Existing General Plan and Zoning Alternative would have the same development impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due the presence of cultural resources in the area and the presence of historic-aged buildings on the Project site, there is a potential to impact buried prehistoric archaeological resources or archeological resources that are historically significant during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the No Project/Existing General Plan and Zoning Alternative would be similar to those of the Project.

E. Energy

Under the No Project/Existing General Plan and Zoning Alternative, the total building square footage would be reduced, but the amount of daily trips would be increased. Therefore, construction activities

and facility energy demands during operation (energy consumed by building operations and site maintenance activities) associated with this alternative would be reduced compared to the Project. However, transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site) would increase under this alternative due to the increase in vehicle trips. On balance, operational activities associated with this alternative would have similar or slightly increased energy demand compared to the Project and impacts would remain less than significant.

F. Geology and Soils

Grading and development of the Project site would still occur under the No Project/Existing General Plan and Zoning Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the No Project/Existing General Plan and Zoning Alternative would be similar to those of the Project.

G. Greenhouse Gas Emissions

The No Project/Existing General Plan and Zoning Alternative would have the same amount of building square footage and development impact area. Therefore, implementation of the No Project/Existing General Plan and Zoning Alternative would result in similar impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the 3,000 $MTCO_2e$/year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The No Project/Existing General Plan and Zoning Alternative would generate 1,595 daily trips, including 229 AM peak hour, and 246 PM peak hour trips, resulting in an increase of 291 daily, 156 AM peak hour, and 132 PM peak hour trips compared to the Project. Additionally, there would be a decrease in daily truck trips from 258 with the Project to 152 under this alternative, an decrease of 106 daily truck trips. The No Project/Existing General Plan and Zoning Alternative would result in 11,864 $MTCO_2e$/year, compared to the Project's net increase of 9,731.28 $MTCO_2e$/yr. Therefore, the No Project/Existing General Plan and Zoning Alterative would result in an increase of GHG emissions, compared to the Project. Similar to the Project the alternative's GHG emissions would exceed the threshold of 3,000 $MTCO_2e$/year. Therefore, GHG emissions impacts would remain significant and unavoidable but greater than the Project because of the increase in vehicle trips.

H. Hazards and Hazardous Materials

The No Project/Existing General Plan and Zoning Alternative would develop the Project site for the manufacturing uses, which would involve the same type of hazardous materials typically used for

construction and operation of the Project. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

I. Hydrology and Water Quality

The No Project/Existing General Plan and Zoning Alternative would result in the same area of impervious surfaces compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Similar to the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the No Project/Existing General Plan and Zoning Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

J. Noise

Construction noise duration would be reduced under the No Project/Existing General Plan and Zoning Alternative due to the reduction of building square footage and shorter construction schedule. On-site construction activities and the associated construction noise and vibration levels during maximum activity days, which are used for measuring impact significance, would be similar to those of the Project. The No Project/Existing General Plan and Zoning Alternative would result in less than significant construction-related noise impacts similar to the Project's less than significant impacts.

Stationary operation noise would also be similar under this alternative. However, off-site traffic operational noise would be increased under this alternative as traffic-generated noise sources would increase in relation to the increase in vehicle trips. Project-related off-site traffic-related noise level increases would remain significant and unavoidable. Noise impacts from the No Project/Existing General Plan and Zoning Alternative would be greater compared to the Project and remain significant and unavoidable for off-site traffic-related noise.

K. Transportation

The No Project/Existing General Plan and Zoning Alternative would result in an increase in vehicle trips and similar number of employees. This would result in a corresponding increase in overall VMT and VMT per employee compared to the Project. Therefore, the Reduced Intensity Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable and would be greater compared to the Project.

L. Tribal Cultural Resources

The No Project/Existing General Plan and Zoning Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the Project, since the development impact area would be the same. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the No Project/Existing General Plan and Zoning Alternative would be similar to those associated with the Project.

M. Wildfire

The Project site is not located within a VHFHSZ or HFHSZ. However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as VHFHSZ. Similar to the Project, the No Project/Existing General Plan and Zoning Alternative would be required to maintain adequate emergency access for emergency vehicles on site and comply with the City's emergency operations plan for evacuations. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

N. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/Existing General Plan and Zoning Alternative would result in greater impacts related to air quality, energy, GHG emissions, noise, and transportation due to the change to manufacturing use and associated increase in vehicular trips. Significant and unavoidable impacts related to GHG emissions, noise, and transportation would continue to occur from implementation of this alternative. Impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, tribal cultural resources, and wildfire would be similar to the Project.

2. Attainment of Project Objectives

As compared with the Project, the No Project/Existing General Plan and Zoning Alternative would meet all the Project Objectives, as described in Section 6.1.1.

6.4.3 Local Serving Retail Use Alternative

The Local Serving Retail Use Alternative would consider the development of the Project site with one commercial/retail building that is approximately 50,000 SF. The remainder of the site would be cleared of its existing uses but not be developed. As stated in the City's Municipal Code Table 17.03-3, commercial/retail uses allowed within the Manufacturing Zone include office, equipment, furniture, and supplies; pet sales and supplies; sporting goods and equipment; repair services (including but not

limited to machine, welding, and furniture repair). Under this alternative, the development area and access to the Project site would be the same. The Local Serving Retail Use Alternative would generate 3,376 daily trips, including 87 AM peak hour, and 260 PM peak hour trips,[4] resulting in an increase of 2,072 daily, 14 AM peak hour, and 109 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 251 trips, from 258 to 7 This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise and VMT impacts.

A. Agriculture and Forestry Resources

The Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland" while the western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land." The Local Serving Retail Use Alternative would cover the same development impact area as the Project and convert Prime and Unique Farmland to non-agriculture uses. Similar to the Project, this alternative would result in less than significant impacts related to agriculture and forestry resources.

B. Air Quality

As with the Project, construction of the Local Serving Retail Use Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition and construction activities. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Under the Local Serving Retail Use Alternative, the overall amount of building construction would be reduced in comparison to the Project because the building sizes would be reduced by approximately 92%; therefore, the construction duration would be reduced. However, the intensity of air emissions and fugitive dust from site preparation and construction activities would be similar on days with maximum construction activities. Because maximum daily conditions are used for measuring impact significance, regional and localized impacts on these days would be similar compared to the Project, which has less than significant with mitigation and less than significant impacts, respectively.

Because the Local Serving Retail Use Alternative would result in the less building floor area than the Project, this Alternative is expected to require less energy to operate than the Project, and therefore, would result in a reduction of non-mobile source air quality emissions. As discussed above, the Local Serving Retail Use Alternative would result in an increase of 2,072 daily trips. The Local Serving Retail Use Alternative would generate an increased amount of mobile source air pollutant emissions as the Project from passenger vehicles due to the increase of daily trips. In total, the Local Serving Retail Use Alternative would increase the Project's operational regional air quality emissions and be less than significant.

[4] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Shopping Center Plaza without Supermarket (Code 821).

Because heavy truck trip traffic would be reduced under this alternative,[5] the Local Serving Retail Use Alternative would result in decreased – and less than significant – carcinogenic and non-carcinogenic health risk hazards resulting from diesel particulate matter compared to the Project.

Like the Project, the Local Serving Retail Use Alternative would generate odors during short-term construction activities (e.g., diesel equipment exhaust, architectural coatings, asphalt) and long-term operation (e.g., diesel exhaust). However, and similar to the Project, these odors would occur intermittently, be of short-term duration, and would not be substantial. Long-term operation of this Alternative would not create objectionable odors affecting a substantial number of people and impacts would be less than significant with compliance with mandatory regulatory requirements.

C. Biological Resources

The Local Serving Retail Use Alternative would involve the same development impact area as the Project. Therefore, this alternative would result in the same potential temporary and/or permanent impacts to biological resources (including burrowing owl and nesting birds) as the Project, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant. Therefore, impacts would be similar compared to the Project.

D. Cultural Resources

The Local Serving Retail Use Alternative would have the same development impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due the presence of cultural resources in the area and the presence of historic-aged buildings on the Project site, there is a potential to impact buried prehistoric archaeological resources or archeological resources that are historically significant during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Local Serving Retail Use Alternative would be similar to those of the Project.

E. Energy

Under the Local Serving Retail Use Alternative, the total building square footage would be reduced, and building energy demand would also be proportionally reduced due to decrease in building energy consumption. Construction activities associated with this alternative would have reduced energy demand compared to the Project due to the reduction in construction equipment required to construct the building. However, fuel from vehicle trips would increase due to the increase in passenger vehicle trips. Therefore, operational activities associated with this alternative would have increased energy demand compared to the Project and impacts would remain less than significant.

[5] Truck trips accounts for approximately 0.2% of total trips under this alternative for a total of 7 truck trips. The Project would result in a total of 258 truck trips.

F. Geology and Soils

Grading and development of the Project site would still occur under the Local Serving Retail Use Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Local Serving Retail Use Alternative would be similar to those of the Project.

G. Greenhouse Gas Emissions

The Local Serving Retail Use Alternative would have a reduced amount of building square footage. Therefore, implementation of the Local Serving Retail Use Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the 3,000 $MTCO_2e$/year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The Local Serving Retail Use Alternative would generate 3,376 daily trips, including 87 AM peak hour, and 260 PM peak hour trips, resulting in an increase of resulting in an increase of 2,072 daily, 14 AM peak hour, and 109 PM peak hour trips compared to the Project. Therefore, the Local Serving Retail Use Alternative would result in an increase of GHG emissions, compared to the Project. The Project's significant and unavoidable GHG impacts would remain, since the alternative's GHG emissions would exceed the threshold of 3,000 $MTCO_2e$/year. Therefore, GHG emissions impacts would remain significant and unavoidable and greater compared to the Project.

H. Hazards and Hazardous Materials

The Local Serving Retail Use Alternative would develop the Project site for commercial/retail uses, which would involve the same type of hazardous materials typically used for construction and operation of the Project. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

I. Hydrology and Water Quality

The Local Serving Retail Use Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Similar to the

Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Local Serving Retail Use Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

J. Noise

Construction noise impacts would be reduced under the Local Serving Retail Use Alternative due to the reduction of building square footage and shorter construction schedule. On-site construction activities and the associated construction noise and vibration levels would be expected to be similar during maximum activity days since only the overall duration, and not the daily intensity of construction activities and associated equipment noise, would decrease under this alternative as compared to the Project. Noise and vibration levels during maximum activity days, which are used for measuring impact significance, would be similar to those of the Project. The Local Serving Retail Use Alternative would result in less than significant construction-related noise impacts similar to the Project's less than significant impacts.

Stationary operation noise would be reduced under this alternative. Off-site traffic operational noise would be also decreased under this alternative as traffic-generated noise sources would decrease in relation to the decrease in heavy truck trips[6]. Noise impacts from the Local Serving Retail Use Alternative would be less than significant for off-site traffic-related noise, eliminating the Project's significant and unavoidable off-site traffic related noise impact.

K. Transportation

Construction-related vehicle truck trips would be reduced under the Local Serving Retail Use Alternative. As stated in the City's VMT Guidelines, local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. The Local Serving Retail Use Alternative consists of retail development of buildings that is approximately 50,000 SF. Therefore, the Local Serving Retail Use Alternative would result in less than significant VMT impacts and eliminate the Project's significant and unavoidable VMT impacts.

L. Tribal Cultural Resources

The Local Serving Retail Use Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the Project, since the development impact area would be the same. However, like the Project, mitigation measures would be required to reduce potential impacts to less than

[6] CNEL would increase from 65.9 to 60.7 at a uniform distance of 50 feet from the centerline with a vehicle speed of 40 mph. Vehicle mix and peak hour percentages are taken from the Orchard Logistics Noise and Vibration Analysis prepared by Urban Crossroads, Inc.

significant. Therefore, impacts that could occur by the Local Serving Retail Use Alternative would be similar to those associated with the Project.

M. Wildfire

The Project site is not located within a VHFHSZ or HFHSZ. However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as VHFHSZ. Similar to the Project, the Local Serving Retail Use Alterative would be required to maintain adequate emergency access for emergency vehicles on site and comply with the City's emergency operations plan for evacuations. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

N. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Local Serving Retail Use Alternative would result in greater impacts related to operational related to air quality, energy, and GHG emissions, due to the change to retail use and associated increase vehicular trips. This alternative would eliminate the Project's significant and unavoidable noise and VMT impacts. However, significant and unavoidable impacts related to GHG emissions would continue to occur from implementation of this alternative. Impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, tribal cultural resources, and wildfire would be similar to the Project.

2. Attainment of Project Objectives

The Local Serving Retail Use Alternative would meet two of the Project Objectives (see Objectives G and H, as described in Section 6.1.1). However, this alternative would not meet a majority of the Project Objectives due to the change in use from industrial to retail. Specifically, this alternative would not:

> A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses;
>
> B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and SR-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy;

C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea;

F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region;

Additionally, this alternative would not meet the following objectives to the same extent due to reduction in jobs[7], and economic development and benefits:

D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances;

E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services.

6.4.4 Office Use Alternative

The Office Use Alternative would consider the development of one or more professional office buildings at the Project site, which would contain individual office suites occupied by a range of professional tenants, for a total of 305,000 SF. The remaining areas of the Project site would be developed with parking areas, drive aisles, driveway(s), lighting, utility connections, stormwater treatment and conveyance facilities, and landscaped areas. Under the Office Use Alternative, vehicular access to the site would be similar to that which is proposed by the Project. Offices are a permitted use within the Manufacturing Zone pursuant to the City's Municipal Code Section 17.03.100. A 305,000 SF office building would generate 2,797 daily trips including 412 AM peak hour, and 372 PM peak hour trips[8], resulting in an increase of 1,493 daily, 339 AM peak hour, and 315 PM peak hour trips compared to the Project. Although there would be an overall increase in vehicle trips under this alternative, truck trips would be reduced by 230 trips, from 258 to 28. This alternative was selected to reduce the Project's significant and unavoidable off-site traffic related noise impacts.

A. Agriculture and Forestry Resources

The Project site's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland" while the western portion of the Project site consists of 5.1 acres of "Urban and Built-Up Land." The Office Use Alternative would cover the same development impact area as the Project and

[7] The Project would result in a total of 738 jobs. Based on standard employment factors in the County of Riverside General Plan Appendix E, Commercial uses has an employment generation factor of 500 SF per employee. Therefore, the Local Serving Retail Use Alternative would result in a total of 100 employees (50,000 SF/500 SF per employee).
[8] Calculations are based on Trip Generation from the 11th Edition, Institute of Transportation Engineers (ITE), Office (Code 710).

convert Prime and Unique Farmland to non-agriculture uses. Similar to the Project, this alternative would result in less than significant impacts related to agriculture and forestry resources.

B. Air Quality

As with the Project, construction of the Office Use Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Under the Office Use Alternative, the overall amount of building construction would be reduced in comparison to the Project because the building sizes would be reduced by approximately 50%; therefore, the construction duration would be reduced. However, the intensity of air emissions and fugitive dust from site preparation and construction activities would be similar on days with maximum construction activities. Because maximum daily emissions are used for measuring impact significance, regional and localized impacts on these days would be similar to the Project, which has less than significant with mitigation and less than significant impacts, respectively.

The Office Use Alternative would result in less building floor area than the Project, however, office uses require more building energy per square foot due to the electricity demand associated with heating, cooling, and office equipment. Therefore, this Alternative is expected to require similar energy demands to operate than the Project, and therefore, would result in a reduction of non-mobile source air quality emissions. As discussed above, the Office Use Alternative would result in an increase of 1,493 daily trips from 1,304 to 2,797. The Office Use Alternative would generate an increased amount of mobile source air pollutant emissions as the Project from passenger vehicles due to the increase of daily trips. In total, the Office Use Alternative would increase the Project's operational regional air quality emissions and be less than significant.

Because heavy truck trip traffic would be reduced under this alternative,[9] the Office Use Alternative would result in decreased – and less than significant – carcinogenic and non-carcinogenic health risk hazards resulting from diesel particulate matter compared to the Project.

Like the Project, the Office Use Alternative would generate odors during short-term construction activities (e.g., diesel equipment exhaust, architectural coatings, asphalt) and long-term operation (e.g., diesel exhaust). However, and similar to the Project, these odors would occur intermittently, be of short-term duration, and would not be substantial. Long-term operation of this Alternative would not create objectionable odors affecting a substantial number of people and impacts would be less than significant with compliance with mandatory regulatory requirements.

[9] Truck trips accounts for approximately 1% of total trips under this alternative for a total of 28 truck tips. The Project would result in a total of 258 truck trips.

C. Biological Resources

The Office Use Alternative would involve the same development impact area as the Project. Therefore, this alternative would result in the same potential temporary and/or permanent impacts to biological resources (including burrowing owl and nesting birds) as the Project, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant. Therefore, impacts would be similar compared to the Project.

D. Cultural Resources

The Office Use Alternative would have the same development impact area as the Project and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due the presence of cultural resources in the area and the presence of historic-aged buildings on the Project site, there is a potential to impact buried prehistoric archaeological resources or archeological resources that are historically significant during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Office Use Alternative would be similar to those of the Project.

E. Energy

Under the Office Use Alternative, the total building square footage would be reduced to accommodate the increase amount of parking needed for office use, however, office uses require more building energy per square foot due to the electricity demand associated with heating, cooling, and office equipment, and building energy demand would be similar to the Project. Construction activities associated with this alternative would have reduced energy demand compared to the Project due to the reduction in construction equipment required to construct the building. However, fuel from vehicle trips would increase due to the increase in passenger vehicle trips. Therefore, operational activities associated with this alternative would have increased energy demand compared to the Project and impacts would remain less than significant.

F. Geology and Soils

Grading and development of the Project site would still occur under the Office Use Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Office Use Alternative would be similar to those of the Project.

G. Greenhouse Gas Emissions

The Office Use Alternative would have a reduced amount of building square footage. Therefore, implementation of the Office Use Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, the annual GHG emissions associated with the operation of the Project are estimated to be approximately 9,731.28 $MTCO_2e$ /yr. Project-related GHG emissions would exceed the 3,000 $MTCO_2e$/year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The Office Use Alternative would generate 2,797 daily trips including 412 AM peak hour, and 372 PM peak hour trips, resulting in an increase of 1,493 daily, 339 AM peak hour, and 315 PM peak hour trips compared to the Project. Under this alternative, GHG emission are to be approximately 6,000 $MTCO_2e$ /yr of which 4,000 $MTCO_2e$ /yr would from mobile sources. Therefore, the Office Use Alternative would result in a decrease of GHG emissions, compared to the Project. The Project's significant and unavoidable GHG impacts would remain, since the alternative's GHG emissions would exceed the threshold of 3,000 $MTCO_2e$/year. Therefore, GHG emissions impacts would remain significant and unavoidable, but reduced compared to the Project.

H. Hazards and Hazardous Materials

The Office Use Alternative would develop the Project site for office uses, which would involve the same type of hazardous materials typically used for construction and operation of the Project. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

I. Hydrology and Water Quality

The Office Use Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Similar to the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Office Use Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

J. Noise

Construction noise impacts would be reduced under the Office Use Alternative due to the reduction of building square footage and shorter construction schedule. On-site construction activities and the associated construction noise and vibration levels would be expected to be similar during maximum activity days since only the overall duration, and not the daily intensity of construction activities and associated equipment noise, would decrease under this alternative when compared to the Project. Noise and vibration levels during maximum activity days, which are used for measuring impact significance, would be similar to those of the Project. The Office Use Alternative would result in less than significant construction-related noise impacts similar to the Project's less than significant impacts.

Stationary operation noise would be reduced under this alternative. Off-site traffic operational noise would be also decreased under this alternative due to the decrease in heavy truck trips[10]. Noise impacts from the Office Use Alternative would be less than significant for off-site traffic-related noise, eliminating the Project's significant and unavoidable off-site traffic related noise impact.

K. Transportation

The Office Use Alternative would result in a increase in overall VMT due to the increase in vehicle trips, but would also increase the number of employees[11]. Therefore, the resulting VMT per employee would be similar to the Project since it is based on Project generated VMT divided by number of employees. Therefore, the Office Use Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable, and similar compared to the Project.

L. Tribal Cultural Resources

The Office Use Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the Project, since the development impact area would be the same. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Office Use Alternative would be similar to those associated with the Project.

M. Wildfire

The Project site is not located within a VHFHSZ or HFHSZ. However, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as VHFHSZ. Similar to the Project, the Office Use Alterative would be required to maintain adequate emergency access for emergency vehicles on site and comply with the City's emergency operations plan for evacuations. Similar to the Project, this

[10] CNEL would increase from 65.9 to 61.0 at a uniform distance of 50 feet from the centerline with a vehicle speed of 40 mph. Vehicle mix and peak hour percentages are taken from the Orchard Logistics Noise and Vibration Analysis prepared by Urban Crossroads, Inc.

[11] The Project would result in a total of 738 jobs. Based on standard employment factors in the County of Riverside General Plan Appendix E, Commercial office uses has an employment generation factor of 300 SF per employee. Therefore, the Local Serving Retail Use Alternative would result in a total of 1,016 employees (305,000 SF/300 SF per employee).

alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

N. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Office Use Alternative would result in increased impacts during operation related to air quality and energy, due to the change to office use and associated increase in vehicular trips. This alternative would eliminate the Project's significant and unavoidable off-site traffic related noise impact. However, significant and unavoidable impacts related to GHG emissions and VMT would continue to occur from implementation of this alternative. Impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, transportation, tribal cultural resources, and wildfire would be similar to the Project.

2. Attainment of Project Objectives

The Office Use Alternative would some of the Project Objectives (see D, G and H, as described in Section 6.1.1). However, this alternative would not meet a majority of the Project Objectives, due to the change in use from industrial to office. Specifically, this alternative would not:

> A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses;
>
> B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and SR-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy;
>
> C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea;
>
> F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or industrial operations. There would be no Project or cumulative impacts related to GHG emissions, off-site traffic related noise, and VMT. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not receive the environmental benefits from removal of vegetation on site and would result in increased wildfire related impacts. Additionally, none of the Project Objectives would be met.

The Local Serving Retail Use Alternative is environmentally superior to the Project. As shown in Table 6-1, *Comparison of Alternatives and Project-related Environmental Impacts*, the Local Serving Retail Use Alternative would have less impacts under four of the environmental topical areas. The reduction in impacts is due to the fact that the use would have reduced building square footage, which would result in a reduction in construction-related impacts, including GHG emissions, energy, and noise impacts. However, operational-related impacts under air quality, GHG emissions, and energy impacts would increase due to the increase in total daily vehicle trips. Additionally, local serving retail uses would result in less than significant off-site traffic related noise and VMT impacts, eliminating the Project's significant and unavoidable noise and VMT impacts. However, this alternative would not eliminate the Project's significant unavoidable impact related to GHG emissions. As shown in Table 6-2, *Alternatives Attainment of Project Objectives*, the Local Serving Retail Use Alternative would not meet most of the Project's Objectives, and only meet and partially meet some of the Project's Objectives.

Table 6-1 Comparison of Alternatives and Project-related Environmental Impacts

Impact Area	Project	No Project/No Development	No Project/Existing General Plan and Zoning	Local Serving Retail Use	Office Use
Agriculture and Forestry Resources	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)
Air Quality					
Construction	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (less)	LTS/M (similar)
Operation	LTS	No Impact (less)	LTS (greater)	LTS (greater)	LTS (greater)
Biological Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)	LTS/M (similar)
Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)	LTS/M (similar)
Energy	LTS	No Impact (less)	LTS (greater)	LTS (greater)	LTS (greater)
Geology and Soils	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)	LTS/M (similar)
GHG Emissions	SU	No Impact (less)*	SU (greater)	SU (greater)	SU (less)
Hazards and Hazardous Materials	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)
Hydrology and Water Quality	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)
Noise					
Construction	LTS	No Impact (less)	LTS (similar)	LTS (less)	LTS (less)
On-Site Operations	LTS	No Impact (less)	LTS (similar)	LTS (less)	LTS (less)
Off-Site Traffic Related	SU	No Impact (less) *	SU (greater)	LTS (less)*	LTS (less)*
Transportation	SU	No Impact (less)*	SU (greater)	LTS (less)*	SU (similar)
Tribal Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)	LTS/M (similar)
Wildfire	LTS	No Impact (greater)	LTS (similar)	LTS (similar)	LTS (similar)

LTS = Less than Significant; LTS/M = Less than Significant with Mitigation; SU = Significant and Unavoidable
* = Eliminates SU impact

Table 6-2 Alternatives Attainment of Project Objectives

Project Objectives	No Project/No Development	No Project/ Existing General Plan and Zoning	Local Serving Retail Use	Office Use
A. Develop an industrial project on the Project site in conformance with the applicable goals, objectives, and policies of the City's General Plan that is compatible and complementary with adjoining land uses.	Not Met	Met	Not Met	Not Met
B. Efficiently develop an underutilized property with industrial uses in close proximity to the I-10 freeway, and the SR-60 and I-79 highways to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy.	Not Met	Met	Not Met	Not Met
C. Expand economic development and facilitate job creation in the City of Beaumont by establishing new industrial development adjacent to or near already-established industrial uses and within the Interstate Employments Subarea.	Not Met	Met	Not Met	Not Met
D. Maximize new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.	Not Met	Met	Partially Met	Met
E. Maximize opportunities for positive economic benefit to the City, including new sales and property tax revenues that can be used for City services.	Not Met	Met	Partially Met	Met
F. Develop a Class A, LEED equivalent, speculative industrial building in Beaumont that is designed to meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region.	Not Met	Met	Not Met	Not Met
G. Redevelop a property that has access to available infrastructure, including roads and utilities.	Not Met	Met	Met	Met

Project Objectives	No Project/No Development	No Project/ Existing General Plan and Zoning	Local Serving Retail Use	Office Use
H. Provide a landscaping plan that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources.	Not Met	Met	Met	Met

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7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF BEAUMONT

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7.3 Persons Consulted/Written or Verbal Communication

7.3.1 Tribal Consultation

Agua Caliente Band of Cahuilla Indians
Patricia Garcia, Director

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson

Fort Yuma Quechan Indian Tribe
Jordan D. Joaquin, Chairperson
Jill McCormick, Historic Preservation Officer

Rincon Band of Luiseno Indians
Bo Mazzetti, Chairperson
Cheryl Madrigal, Tribal Historic Preservation Officer

San Manuel Band of Mission Indians
Jessica Mauck, Director of Cultural Resources

Morongo Band of Mission Indians
Robert Martin, Chairperson
Ann Brierty, Cultural Resources Manager