PLANNING COMMISSION SPECIAL MEETING
AGENDA

Wednesday, November 29, 2023

6:00 p.m.

550 E. Sixth Street, Beaumont, CA

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

MEETING PARTICIPATION NOTICE

This meeting will will be recorded for live streaming as well as open to public attendance. Please use the following link during the meeting for live stream access: beaumontca.gov/livestream

Public comments will be accepted using the following options.

1. Written comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by the Commission. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: nicolew@beaumontca.gov with "Public Comment" in the subject line.

2. Phone-in comments will be accepted by joining a conference line prior to the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by the Commission. Please use the following phone number to join the call **(951) 922 - 4845.**

3. In-person comments are accepted by notifying the City Clerk using a provided Request to Speak Form prior to the start of the Public Comment Period. Public comments shall not exceed three (3) minutes unless otherwise authorized by the Commission.

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

Pages

A. SWEARING IN

A.1 Swearing in of Philip Southard and Mario Garai

Regular Session

B. CALL TO ORDER

Chairman Nathan Smith, Commissioner Patrick Stephens, Commissioner Steven Cooley, Commissioner Philip Southard, Commissioner Mario Garai

Request of Any Excused Absence
Pledge of Allegiance
Adjustments to Agenda
Conflict of Interest Disclosure

C. PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

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

D. ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

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

D.1 Beaumont Pointe Project Including Nine (9) Applications Regarding 541.2-Acres of Unincorporated Properties Within the Beaumont Sphere of Influence 4

Conduct a public hearing and recommendation to the City Council regarding a request to annex 541.2 acres of unincorporated Riverside County properties within the Sphere of Influence of the City of Beaumont into the City accompanied by a Plan of Services; a pre-zone to establish a specific plan zone; amend the General Plan land use designation from Rural Residential (1 acre lots) to Industrial (I), General Commercial (GC), and Open Space (OS); a Specific Plan to allow up to 4,995,000 square feet of industrial uses within five (5) buildings plus a 35,000 square foot self-storage building, up to 246,000 square feet of general commercial uses, a 125 room hotel (approximately 90,000 square feet), for a total of approximately 5,331,000 square feet, 124.7 acres of open space and 152.4 acres of open space conservation; a development agreement between the City of Beaumont and Beaumont Pointe Partners, LLC; a Vesting Tentative Parcel Map to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30 acre remainder parcel; a comprehensive sign program and the consideration of the Final Environmental Impact Report (FEIR) including the Draft Environmental Impact Report (DEIR) and Statement of Overriding Considerations for 539.9 acres located on the south side of the 60 Freeway, west of Jack Rabbit Trail and north of the proposed

extension of Fourth Street (APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011).

Recommended Action:
Hold a public hearing; and,

Forward a recommendation to the City Council to:

1. Certify the Environmental Impact Report (PLAN2019-0008); Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Plan of Services (PLAN2032-0932), Adopt General Plan Amendment (PLAN2019-0284); Adopt Pre-Zone (PLAN2019-0283), Adopt Specific Plan (SP2019-0003); Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Approve Development Agreement (PLAN2023-0932), and Approve Sign Program (PLAN2022-0856).
2. Make Modifications and Certify the Environmental Impact Report (PLAN2019-0008); Make Modifications and Adopt a Statement of Overriding Considerations; Make Modifications Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Make Modifications to the Plan of Services (PLAN2032-0932), Adopt General Plan Amendment (PLAN2019-0284); Adopt Pre-Zone (PLAN2019-0283), Make Modifications Adopt Specific Plan (SP2019-0003); Make Modifications and Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Make Modifications and Approve Development Agreement (PLAN2023-0932), and Make Modifications and Approve Sign Program (PLAN2022-0856).
3. Not Certify the Environmental Impact Report (PLAN2019-0008); Not Adopt a Statement of Overriding Considerations; Not Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Not Approve of Plan of Services (PLAN2032-0932), Not Adopt General Plan Amendment (PLAN2019-0284); Not Adopt Pre-Zone (PLAN2019-0283), Not Adopt Specific Plan (SP2019-0003); Not Make Modifications and Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Not Approve Development Agreement (PLAN2023-0932), and Not Approve Sign Program (PLAN2022-0856).

E. PLANNING MANAGER COMMENTS

F. ADJOURNMENT

The next regular meeting of the Beaumont Planning Commission is scheduled for Wednesday, December 13, 2023, at 6:00 p.m., unless otherwise posted Online www.BeaumontCa.gov

Staff Report

TO: Planning Commissioners

FROM: Carole Kendrick, Planning Manager

DATE November 29, 2023

SUBJECT: Beaumont Pointe Project Including Nine (9) Applications Regarding 541.2-Acres of Unincorporated Properties Within the Beaumont Sphere of Influence

APPLICANT: JRT BP 1, LLC

Description Conduct a public hearing and recommendation to the City Council regarding a request to annex 541.2 acres of unincorporated Riverside County properties within the Sphere of Influence of the City of Beaumont into the City accompanied by a Plan of Services; a pre-zone to establish a specific plan zone; amend the General Plan land use designation from Rural Residential (1 acre lots) to Industrial (I), General Commercial (GC), and Open Space (OS); a Specific Plan to allow up to 4,995,000 square feet of industrial uses within five (5) buildings plus a 35,000 square foot self-storage building, up to 246,000 square feet of general commercial uses, a 125 room hotel (approximately 90,000 square feet), for a total of approximately 5,331,000 square feet, 124.7 acres of open space and 152.4 acres of open space conservation; a development agreement between the City of Beaumont and Beaumont Pointe Partners, LLC; a Vesting Tentative Parcel Map to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30 acre remainder parcel; a comprehensive sign program and the consideration of the Final Environmental Impact Report (FEIR) including the Draft Environmental Impact Report (DEIR) and Statement of Overriding Considerations for 539.9 acres located on the south side of the 60 Freeway, west of Jack Rabbit Trail and north of the proposed extension of Fourth Street (APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011).

Background and Analysis:

The applicant is requesting adoption/approval of several applications that have been submitted over a period of four (4) years. The individual requests are broken down below:

Annexation (PLAN2023-0931) was entered into the system on March 7, 2023. The project proposes to annex approximately 540 acres of land from unincorporated Riverside County, within the City of Beaumont Sphere of Influence, into the Beaumont City limits. A Sphere of Influence is a planning tool adopted and used by the Local Agency Formation Commission (LAFCO) to designate future boundary and service area for a City or special district. The proposal also includes a request to annex into the Beaumont Cherry Valley Water District (BCVWD). Prior to LAFCO consideration of an annexation, the City will have to certify the Environmental Impact Report (EIR) for the proposed project in addition to the pre-zoning.

Plan of Service (PLAN 2023-0932) provides the City, LAFCO, affected property owners, and other interested persons with information regarding existing and proposed local government services for the project services. The Plan of Service (POS) is a requirement for the annexation request and is provided in Attachment L.

General Plan Amendment (PLAN2019-0284) was submitted on April 11, 2019, and is required by the Beaumont Municipal Code per Section 17.02.090 and California Government Code Section 65358 to allow for the amendment of the City of Beaumont General Plan. The project is proposing to amend the 2040 Beaumont General Plan land use designation from Rural Residential – 1 Acre Minimum on 539.9 acres to Industrial on 226.3 acres, General Commercial on 28.8 acres, 269.4 acres to Open Space, and 15.4 acres of public roads. The existing General Plan Land Use Designation Map is provided as Attachment A to this staff and the proposed amendment is provided as Attachment B. The County of Riverside General Plan land use designations for the subject properties include Open Space/Rural and Rural Mountainous.

Pre-Zone (PLAN2019-0283) was submitted on April 11, 2019, and is required per Beaumont Municipal Code, Section 17.02.080.A any person who is able to demonstrate a legal vested interest in the proposed application may initiate applications for a change of zone or zoning ordinance text amendment. The proposed application is requesting to pre-zone the subject properties to Specific Plan (Beaumont Pointe). The subject properties are currently zoned W-2-10 (Controlled Development Areas) by the County of Riverside. Riverside County Ordinance 348.4997, Article XV, Section 15.1 establishes planning and zoning regulations for the W-2 zone and allows for one-family dwellings, farming operations and animal keeping.

Specific Plan (SP2019-0003) was submitted on April 11, 2019. A specific plan is defined as a planning document that contains detailed development standards and implementation measures to which future projects located within a geographic area must adhere. Government Code 65453(a) states that a “specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific

plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

The proposed project is requesting a specific plan on 539.9-acres to include four (4) land uses as shown in the table below:

Land Use Designation	Acreage	Maximum Building Sq. Ft.
General Commercial	30.2	246,000[1]
Industrial	232.6	4,995,000
Open Space	124.7	N/A
Open Space – Conservation	152.4	N/A

Note 1: The General Commercial area (PA 1 & 2 is anticipated to include a 125-room limited-service hotel at approximately 90,000 square feet. The hotel square footage is not counted as part of the General Commercial's square footage.

The draft Beaumont Pointe Specific Plan is provided as Attachment M to this staff report and covers the project introduction, development plan, development standards, design guidelines, and the implementation plan.

Vesting Tentative Parcel Map No. 38161 (PM2022-0012) is required by the Beaumont Municipal Code per Section 16.04.010 that all land divisions in the incorporated area of the City, as defined in this title, are subject to all of the applicable provisions of the Subdivision Map Act and the Beaumont Municipal Code. The tentative parcel map proposes to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30-acre remainder parcel (APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011 (see Attachment N)).

Development Agreement (PLAN2023-0932) Government Code, Section 65864-65869.5 authorizes cities to enter into binding development agreements with the person having legal or equitable interests in real property for the development of such property. The City of Beaumont Resolution No. 1987-34 establishes procedures for consideration of applications for such agreements.

Article 3, Section 301 of Resolution No. 1987-34 states that after the hearing by the Planning Commission, the Planning Commission shall make its recommendation in writing to the City Council. The recommendation shall include the Planning Commission's determination whether or not the development agreement is consistent with the required findings.

A development agreement is proposed for this project (see Attachment K). The development agreement lays out certain parameters and assurances for both the City and the developer. Key points of the proposed development agreement include an initial ten (10) year term with one five (5) year extension available and no fees are waived or locked in.

Sign Program (PLAN2022-0856) The Municipal Code of the City of Beaumont Section 17.07.030.L allows sign programs for specific developments, as well as special sign districts or special sign overlay zones, or in specific plans of land uses, when approved as required by applicable law, may modify the rules stated as to sign size, height, illumination, spacing, orientation or other non-communicative aspects of signs, but may not override or modify any of the basic policies. The proposed sign program is provided as Attachment P to this staff report.

The Beaumont Pointe Specific Plan Sign Program proposes four (4) 50' freeway-oriented pylon sign; 10 secondary project and tenant monumentation with 55.25 square feet of identification panels, 120.75 square feet of mural area with total dimensions of 8' by 22'; and one primary monumentation sign with 90 square feet of identification area, 132 square feet of mural area with total dimensions of 6' by 27'.

Environmental Impact Report (ENV2019-0008) (SCH#2020099007) due to the scope of the project, the City of Beaumont has determined that an Environmental Impact Report (EIR) is for required for this project and no initial study is required pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063(a).

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.
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.

Please see the Environmental Documentation section in this staff report for more information or the following attachments:

- Attachment G – Draft Environmental Impact Report
- Attachment H – Final Environmental Impact

- Attachment I – Draft Findings of Facts of Overriding Considerations
- Attachment J – Draft Mitigation Monitoring and Reporting Program

Project Setting:

The 539.9-acre project site is currently vacant and is located on 15 parcels (APNs: 422-060-002, -005, -009, -010, -016 through -018, -021, -022, 422-170-005, -007 through -011). This site is largely unimproved with overhead power lines and Jack Rabbit Trail, that is in poor condition. The parcels to the west and south are vacant land with the exception of Hoy Ranch located south of the subject properties. To the east is the newly construct Amazon facility and the United Legwear facility that is currently under construction. Highway 60 is located to the north, and heading further north is open space land and the Olivewood Community (Heartland Specific Plan).

The project setting can also be seen in the following materials attached to this staff report:

- Existing General Plan Land Use Map (Attachment A)
- Zoning Map (Attachment C)
- County Zoning Map (Attachment D)
- Aerial Photograph (Attachment F)

The land uses, zoning, and General Plan land use designations of the project site and surrounding area are shown in the following Table.

	LAND USE	**GENERAL PLAN**	**ZONING**
PROJECT SITE	Vacant Land	Rural Residential – 1 AC/Minimum	County of Riverside
NORTH	Highway 60 and Open Space adjacent to the Olivewood Community	County of Riverside W-2-10	Specific Plan (Heartland referred to as Olivewood)
SOUTH	Vacant Land and Hoy Ranch	County of Riverside	County of Riverside

EAST	Amazon and United Legwear Facilities	Industrial	Specific Plan (Hidden Canyon)
WEST	Vacant Land	County of Riverside	County of Riverside

Specific Plan:

The Specific Plan is broken down into five (5) chapters that include the introduction, development plan, development standards, design guidelines and the implementation plan (see Attachment M). The Specific Plan also includes 34 figures and 8 tables to illustrate the project as it stands today and as it proposed.

Chapter 1 – Introduction

This chapter establishes the goals and purposes of the Specific Plan, its physical context, its relationship to other regulations and planning documents, and its development goals. The sections included in this chapter include:

1.1 Project Vision
1.2 Project Summary
1.3 Project Location
1.4 Surrounding Land Uses & Development
1.5 Document Purpose
1.6 Specific Plan Format
1.7 Planning Approach
1.8 Specific Plan Goals
1.9 Discretionary Actions and Approvals

Chapter 2 – Development Plan

Chapter two (2) provides descriptions of the Beaumont Pointe Land Use Plan, the circulation system, and the plans for infrastructure including, but not limited to potable water, reclaimed water, sewer, drainage, grading, and fire protection. The Beaumont Pointe Specific Plan establishes a mixture of Industrial, General Commercial, Open Space, and Open Space - Conservation Land Uses on 539.9 acres, providing approximately 5,331,000-square feet of industrial and light manufacturing, as well as

hospitality, restaurants, retail, office and recreation uses, and other employment opportunities.

The Industrial Land Use Designation encompasses a total of 232.6 acres of the Specific Plan, with a total maximum of up to 4,995,000-square feet of industrial and light manufacturing space permitted across six Planning Areas. Buildings in Planning Areas 3-8 are envisioned to range in size from approximately 35,000-square feet up to approximately 1,379,000-square feet and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse, and e-commerce operations.

The Specific Plan also establishes the 30.2-acre General Commercial designated area in Planning Areas 1 and 2, named “The Experience at Beaumont Pointe”. Envisioned as a premier, state-of the-art recreation, restaurant, and hospitality destination within the City of Beaumont.

The project provides for 277.1 acres of open space, which is comprised of 124.7 acres designated “Open Space” to accommodate manufactured slopes and fuel modification areas which buffer the development area from the approximately 152.4 acres of the site designated “Open Space - Conservation”. This area will be conveyed to the Western Riverside County Regional Conservation Authority (RCA), to contribute to the Multiple Species Habitat Conservation Plan (MSHCP) preserve within the Badlands.

Table 2-1 of the Beaumont Pointe Specific Plan (see Attachment M), *Land Use Plan Statistical Summary*, lists each Planning Area and its respective General Plan Land Use Designation, acreage, and overall development intensity (Maximum Building Square Footage) by General Plan Land Use Designations. The Specific Plan General Development Criteria, Development Standards, and Planning Area Standards provided in Chapter 3 are applicable to each Planning Area. The physical arrangement of General Plan Land Uses, acreages, Planning Areas, and the major roadways within and abutting the Beaumont Pointe Specific Plan are depicted by Figure 2-1, *Conceptual Land Use Plan.*

PA	LAND USE DESIGNATION	ACRES	BUILDING SQUARE FOOTAGE (GROSS FLOOR AREA OF A BUILDING)
1	General Commercial	26.0	246,000[1]
2	General Commercial	4.2	
	General Commercial Subtotal	30.2	246,000[1]
3	Industrial	1.8	35,000
4	Industrial	67.3	1,379,000
5	Industrial	52.2	981,000
6	Industrial	33.6	700,000
7	Industrial	30.2	600,000
8	Industrial	47.5	1,300,00
	Industrial Subtotal	232.6	4,995,000
9	Open Space	124.7	N/A
10	Open Space – Conservation	152.4	N/A
	Open Space Subtotal	277.1	N/A
--	Project Total	539.9	5,241,000[1]

Note:
[1] Planning Area 2 is anticipated to also include a 125-room limited-service hotel (approximately 90,000 square feet). The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the commercial site estimates General Commercial traffic based on square footage, while the hotels are analyzed based on the number of rooms. This 90,000 sf is counted towards the project total square footage of 5,331,000.

Circulation

Vehicular circulation is comprised of external (public) roadways and internal circulation. The intent of the circulation plan is to ensure safe and efficient movement throughout the project, within the site to individual tenant areas, as well as to public places within the site. The site is approximately 2.5 miles west of the junction of CA-60 Freeway and Interstate 10, 3 miles from the westbound on-ramp of the Interstate 10 Freeway at Oak Valley Parkway, and 14 miles east of Interstate 215.

Primary access to the project site will be provided from the future extension of Fourth Street. Fourth Street was recently extended (as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb) from Potrero Boulevard (just show of the Potrero/SR 60 interchange) through the Hidden Canyon Industrial Park which now terminates just east of the project site.

Fourth Street will be extended as part of this project as a 2-lane modified secondary street with a 78' right-of-way and 56' curb-to-curb. All traffic including commercial, industrial and truck traffic will access the site via the Fourth Street extension.

Jack Rabbit Trail is an existing unmaintained road that will be realigned and improved as part of the project and will be required in the Vesting Tentative Parcel Map conditions of approval, see Attachment O. Jack Rabbit Trail is identified as a 2-lane Modified Industrial Collector with a 78' right-of-way, 56' of paving, 11' wide parkway on the

easterly side, and 6' wide curb adjacent sidewalk and 5' of landscaping along the west side.

At the intersection with Entertainment Way, Jack Rabbit Trail will transition to its ultimate full-width as a Modified Industrial Collector (78-foot right-of-way) and continue south until it connects with the extension of Fourth Street; this section of Jack Rabbit Trail (between Entertainment Way and Fourth Street) will be open to the public and will provide general Project circulation and direct access to PA 1 and PA 2. Jack Rabbit Trail also connects Entertainment Way to Fourth Street.

Jack Rabbit Trail is designed as a Modified Industrial Collector because there is no median and the sidewalk is only on one side of the street due to the industrial nature of the site.

Jack Rabbit Trail will be realigned within the project boundary from the Caltrans right of way to 4th Street; a new 20' wide graded dirt road connection will be constructed through Planning Area 9 to connect to the existing right of way and dirt road south of Planning Area 9. To the south of Planning Area 9, Jack Rabbit Trail remains an unmaintained Riverside County roadway.

Entertainment Way connects Jack Rabbit Trail and Fourth Street and separates the industrial uses of Planning Areas 3-9 from the recreation, leisure and entertainment uses. Entertainment Way is designated as a 2-lane private road, with 50' of paving and 6' sidewalk along the south side and 6' of landscaped parkway on the north side of the street, outside of the right-of-way.

Industrial Way creates a looped connection from Entertainment Way at the project's eastern boundary, to Fourth Street at Planning Area 8. This private road is intended to provide secondary access to each Planning Area. Industrial Way will have a 40' right-of-way and will include 40' of paving.

Interim Fire Access Loop. secondary access to each phase of development will provided by 40' wide "Interim Fire Access Loop Connection" roads connecting Industrial Way and Fourth Street. Each "Interim Fire Access Loop Connection" will be incorporated into the parking design for each subsequent phase as a dedicated drive aisle. For Phase 1, an Interim Fire Access Loop Connection will be constructed between Planning Areas 4 and 5 and will be incorporated into the Parking for Planning Area 5 during development of Phase 2. For Phase 2, an Interim Fire Access Loop Connection will be constructed between Planning Areas 6 and 7 and will be incorporated into the parking for Planning Area 7, during development of Phase 3. For Phase 3, Fourth Street

and Industrial Way shall be connected at Planning Area 8 to create a system of permanent fire and emergency access circulation loops.

Water, Sewer and Drainage

The Beaumont - Cherry Valley District (BCVWD) provides potable water service to the project. At the time this Specific Plan was prepared (2021), an Annexation application to the Local Agency Formation Commission (LAFCO) was submitted for the Specific Plan area to be annexed into the Beaumont-Cherry Valley Water District's boundary.

The project will consist of general commercial/retail land uses and five (5) large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space. The Project's potable water and fire flow demands are proposed to be serviced by the BCVWD's 2650 pressure zone, which currently serves the westerly part of the BCVWD service area. As part of on-going water conservation efforts and the Project's plan of service with the BCVWD, all outdoor irrigation demands will utilize non-potable water distributed by the BCVWD.

The project utilizes gravity lines for wastewater collection, along with a force main and lift station to convey wastewater from within the Specific Plan to the City of Beaumont's existing sanitary sewer system located off-site, as described below. Due to the grading limitations and topography of the Specific Plan site, the project's sewer system utilizes 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and 6. Flows from the lift station are then conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and Fourth Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the site. The on-site lift station shall be designed to ultimate capacity with no interim condition except potential pump quantity.

The watershed from the developed areas of the property flows generally to the north, offsite into 16 culverts under the CA-60 freeway. The topography of the site features steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts, which provide natural detention and mitigation areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of the CA-60 Freeway. Planning Area 10 (Open Space-Conservation) is located within a FEMA mapped, 100-year flood-hazard zone for the San Timoteo Creek.

The project maintains the 16 existing culverts under the CA-60 Freeway as the ultimate discharge locations for the property but the runoff from the proposed buildings, parking lots, and road improvements will be collected by a proposed drainage system. The most

northwestern culvert is an existing 54” CMP and the most southeastern culvert is a double 48” CMP, adjacent to the CA-60 Freeway at Jack Rabbit Tail. The proposed drainage system will consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18” to 48”, and four (4) detention basins. The drainage system routes the runoff from the proposed impervious surfaces to four (4) proposed stormwater treatment and mitigation basins. Each basin provides stormwater treatment and peak flow mitigation for each of their respective tributaries to prevent the post development flows from exceeding the pre-development flows. Basins will be maintained by the Master Property Owners’ Association, through access and maintenance easements with owners of each property where basins are located.

Grading

The project is located west of Jack Rabbit Trail, which forms the eastern Project site boundary. Topographically, the post development of the site generally slopes from southwest to northeast, with post grading elevations within Planning Areas 1-9 ranging from a low point at approximately 2,271 feet above mean sea level (msl) the northeastern portion of the site in Planning Area 2, to a high point of approximately 2,480 feet above msl in the southern portion of the site in Planning Area 9. Planning Area 9 located in the southwestern portion of the Specific Plan is designated Open Space, which consists of manufactured slopes, fuel modification zones and natural open space to buffer Open Space - Conservation in Planning Area 10 from development impacts. The Limits of Disturbance Line forms the boundary between Planning Areas 9 and 10, and no grading or disturbance is permitted in Planning Area 10. The conceptual grading design provides for an overall balanced earthwork condition. Site grading will be done in conformance with the recommendations of a Geotechnical Engineer and the City of Beaumont.

Fire Protection Plan

The southern half of the project is located within the “Very High” Fire Hazard Severity Zone, with the northern half located within the “High” Fire Hazard Severity Zone. CAL FIRE has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the project site and its surroundings to all Very High rather than the current combination of Very High and High. Because of these designations, a Fire Protection Plan (FPP) has been prepared (Beaumont Pointe Specific Plan Fire Protection Plan, Dudek, May 2023) to ensure the protection of all development within the project site from fire hazards.

The project FPP provides this protection while at the same time creating a smooth visual transition from the natural vegetation which may be located to a building's front, side, and/or rear landscapes, to the modified fuel zones beyond. Adoption of CAL FIRE's new fire hazard zone maps would not change the findings in the FPP, which was planned and prepared for Beaumont Pointe as if it was entirely within the Very High Fire Hazard Severity Zone. After being annexed into the City of Beaumont, it is possible that the project site could be re-designated as Local Responsibility Area (LRA) in a future update of CAL FIRE's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the project site.

Fuel modification zones within the project site are provided adjacent to open space areas where these abut development areas. Fuel modification planting shall be in accordance with the Riverside County Fire Department (RCFD) standards and requirements and utilize appropriate plant materials and irrigation treatments. Lots within Planning Areas adjacent to open space will be developed in accordance with the FPP to provide adequate buffering and fuel modification zones consistent with RCFD standards. No Fuel Modification Zones shall be established within Planning Area 10. Fuel modification zones will be provided where the conditions outlined below exist, as per the RCFD standards.

The project Conceptual Circulation Plan (Figure 2-2 of the Specific Plan, shown in Attachment M) identifies a looped perimeter road system (Fourth Street & Industrial Way) along with a phased series of 40' wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access, during construction and operation of the site. During each phase of development, an Interim Fire Access Loop Connection will be constructed; for Phase 1, between Planning Areas 4 and 5; for Phase 2, between Planning Areas 6 and 7; for Phase 3, the permanent looped access will be completed with construction of the connection of Industrial Way with 4th Street at Planning Area 8. Upon development of each Planning Area, the Interim Access Loop connections shall be incorporated into the parking lot design as dedicated drive aisles to allow access from Fourth Street to Industrial Way.

For projects located within areas of "Very High" and "High" wildfire risk, measures designed to manage areas of "urban-wildland interface" are critical. In order to adequately protect structures adjacent to onsite and off-site open space areas, there must be sufficient "defensible space" between the structure and the fuel associated with the open land. A total of one-hundred feet of fuel modification treatment shall be required on all lots abutting native vegetation. In those areas where 100 feet of fuel modification zones cannot be achieved due to open space protection issues or property boundary limitation, special fire protection measures (discussed below in Section 2.9.2

(3) will be implemented to help protect the structures from wildfire, subject to the review and approval of the Riverside County Fire Department.

Fuel Modification Area (FMA) – Irrigated/Paved zone (Property Owners' Association Maintained) s a 100-foot-wide irrigated zone surrounding the building pad and is measured from the edge of the developed pad and moving outward. FMA is applicable Specific Plan-wide for every perimeter structure. Most of the landscaped areas within Industrial and General Commercial Planning Areas meet FMA standards. All highly flammable native vegetation, as listed in Table 4-2, *Prohibited Plant Species*, shall be removed except for species approved by the Riverside County Fire Department. FMA is planted with drought-tolerant, less flammable plants, subject to Riverside County Fire Department approval. A permanent, automatic irrigation system shall be installed in FMA to maintain hydrated plants.

Fuel Maintenance Zone (FMZ) – (Property Owner's Association Maintained) reduces the fuel load of a wildland area adjacent to the FMA, and thereby, reduces heat and ember production from wildland fires, slows fire spread, and reduces fire intensity. FMZ consists of thinning treatment and removal of plants to ensure that areas in this zone are free of any dead and dying combustible vegetation and is measured from the end of FMA's limits extending outwards 20 feet. Some areas within this zone may have irrigated vegetation on manufactured slopes, others may have native vegetation.

Special Fire Protection Features may be required for a few buildings located within the Industrial and General Commercial Planning Areas because they do not meet the minimum 100' fuel treatment setback. These Special Fire Protection Features will be based on worst case scenarios (slope, wind, native vegetation, fuel moisture, humidity, etc.) and fire fuel modeling. Any building that is located less than 100' of the setback may, subject to review and approval by the RCFD as part of the Plot Plan review project process, include Special Fire Protection Features.

Chapter 3 – Development Standards

The purpose of this section is to establish the general development criteria, permitted, conditional, and ancillary uses, development standards, and planning area standard for the project.

<u>Planning Areas 1 & 2 – General Commercial</u>

Planning Areas 1 & 2 consist of 30.2-acres and allow for development of a variety of commercial, recreation, and lodging uses. The permitted use table is provided in the Specific Plan, shown as Attachment M, as Table 3-1.

The development standards for the General Commercial area are provided in Table 3-2 of the Specific Plan. The table identifies that the project has no minimum lot area, width and a maximum floor area ratio (FAR) 0.75. The General Commercial Planning Area anticipates a 125-room limited-service hotel and shall not exceeded regardless of the FAR achieved throughout the entire specific plan.

Minimum setbacks when abutting a public or private street are 25' for buildings under 35' or over 35' that apply to front, rear and side yards. Minimum setbacks at interior side yards are five (5) feet for buildings, drive aisles and passenger and truck parking. The interior side yard setback for screened loading and storage yards is zero (0).

Planning Areas 3 through 8 – Industrial

The industrial areas of the specific plan include six (6) planning areas with buildings that range in size from 35,000 to 1,379,000 square feet, and lots size ranging from 1.8 to 67.3-acres. The permitted uses in these planning areas include distribution, warehouses, general warehouses, and e-commerce fulfillment centers for chilled, cooled, or frozen goods. The complete list of permitted, conditional, and ancillary uses are provided in Table 3-1 of the specific plan, that is provided as Attachment M to this staff report.

The development standards for the Industrial area are provided in Table 3-3 of the Specific Plan. The table identifies that the project has no minimum lot area, width and a maximum floor area ratio (FAR) 0.75. The FAR shall be calculated for each Planning Area or Parcel. The overall maximum building square footage for industrial uses within the project area shall not exceed 4,995,000 square feet regardless of the FAR achieved throughout the entire specific plan.

Minimum front setbacks when abutting a public or private street are 25' with 10' of landscaping and are zero (0) for rear and side setbacks. Minimum setbacks at interior side yards are five (5) feet for buildings, drive aisles and passenger and truck parking. The interior side yard setback for screened loading and storage yards is zero (0).

Planning Area 9 – Open Space

Planning Area 9 consists of 124.7-acres of open space in the southern, western, and northern portions of the specific plan. This Planning Area is intended to contain a combination of landscaped manufactured slopes, fuel modifications areas, freeway-oriented pylon signs, wildlife fencing, natural open space, and an optional 1.2-million-gallon water tank (and booster station).

Planning Area 10 – Open Space Conservation

Located along the southern and western boundary of the specific plan, Planning Area is designated as 152.4-acres of Open Space Conservation. This area is intended to be conveyed to the Western Riverside County Regional Conservation Authority (RCA) contributing to the MSHCP preserve within the Badlands.

Chapter 4 – Design Guidelines

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

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

Development within the Specific Plan will be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel utilizing appropriate wayfinding measures visible to pedestrians and all vehicles, including large truck traffic.

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

Chapter 5 – Implementation Plan

The specific plan and related entitlements are administered and implemented by the City's Planning Department in conjunction with other City departments and external agencies. The Community Development Director or Deputy City Manager is the absence of a Community Development Director shall be responsible for administering, interpreting, and enforcing all development standards of the specific plan, including acceptance and processing of all land use permit applications.

The Community Development Director is also the approval authority for substantial conformance determinations, plot plans – administrative reviews, and amendments to the fire hazard severity zone designation or adoption into the Local Responsibility Area (LRA) to conform to approved changes to CAL Fire's fire hazard severity zones.

The Planning Commission is the approval authority for the following applications:

- Sign Programs
- Modification to Sign Programs
- Variances
- Plot Plan – Planning Commission public hearing required
- Conditional Use Permit

A substantial conformance determination may be used to approve minor modifications to the specific plan text and graphics and shall be reviewed by and may be approved by the Community Development Director administratively and without a public hearing.

1. Modifications to the Specific Plan text and graphics which do not substantially change the character or intent of Specific Plan.
2. Expansion or reduction of the net acreage and/or development intensity (square footage) of Planning Area 1 through 8 of 15% provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
3. The increase of building intensity/density or building square footage, provided that it does not exceed 0.75 FAR for any Planning Area (as the acreage of the PA may be modified consistent with the Specific Plan) and provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
4. Construction of buildings across Planning Area boundaries with the same Land Use Designation, which cross over into abutting Planning Areas, subject to all of the applicable Implementation Regulations and Design Guidelines of this Specific Plan. Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Specific Plan Amendment provided that the subject Planning Areas are under the same ownership prior to the issuance of a Certificate of Occupancy or Lot Line Adjustment.
5. Reductions of an approved Plot Plan or Conditional Use Permit's square footage by less than 25% of that stated within the approved Plot Plan or Conditional Use Permit.
6. Modifications to landscape coverage of less than 15% of that stated within the Specific Plan.

7. Decrease in parking requirements by a maximum of 10% with a parking study reviewed and approved by the Community Development Director.
8. Changes to the proposed land use for a Planning Area from that analyzed in the EIR to another land use permitted in Table 3-1; provided that each Planning Area shall comply with on-site and off-site street improvement recommendations and mitigation measures outlined in the Traffic Study (as modified by Section 5.2.8) and the MMRP.
9. Other minor changes, deviations or modifications of a similar nature to those listed above or which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, wall materials, wall alignment, wall height, entry design and streetscape design, and (ii) minor modifications to the Implementation Regulations (except for the Permitted, Conditionally Permitted, and Ancillary Uses) and Design Guidelines set forth in this Specific Plan provided such changes, deviations or modifications are consistent with the intent of the Implementation Regulations and Design Guidelines and with the character and
10. intent of the Specific Plan, and in conformance with the City of Beaumont General Plan.

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

Maintenance responsibilities are identified in Table 5-1 in the specific plan, as shown in Attachment M. Maintenance responsibilities are broken down as follows, with the Beaumont responsibilities specifically called out:

- Master Property Owners' Association
- Property Owner or Occupant
- City of Beaumont
    - Public Roadways – Pavement and Curbs
    - Sidewalks
    - Traffic Signals
    - Streetlights within the Public Right-of-Way
    - Sanitary Sewer Mainlines Facilities/Infrastructure

- Beaumont Cherry Valley Water District
- Other Maintenance Entity

Multi-Species Habitat Conservation Plan (MSHCP):

The project is found to be consistent with the MSHCP per the Western Riverside County Regional Conservation Authority (RCA) Joint Project Review (JPR 23-03-15-01). On July 3, 2023, the RCA determined that the project is consistent with both the Criteria and other Plan requirements. The project's 539.87 acres include 152.41 acres of on-site conservation located in MSHCP Criteria Cells 933, 936, 1030, 1032 and 1125. The project is also proposing 78.40 acres of off-site conservation located in the County of Riverside's jursidication that required a Criteria Refinement.

Criteria is defined as descriptions provided for individual Cells or Cell Groups within the Criteria Area to guide assembly of the Additional Reserve Lands. Criteria Area is the area comprised of Cells depicted on Figure 3-1 of the MSHCP, Volume I.

Criteria Refinement is described in the MSHCP as the process through which changes to the Criteria may be made, where the refined Criteria result in the same or greater Conservation value and acreage to the MSHCP Conservation Area as determined through an equivalency analysis provided in support of the refinement.

Development Review Committee (DRC):

The Development Review Committee reviewed the project for design on April 22, 2021, September 9, 2021, December 9, 2021, May 26, 2022, December 15, 2022, and March 30, 2023. Staff from the various City departments provided written comments that have been incorporated into the proposed conditions of approval.

Consistency with Adopted Goals, Plans and Programs:

General Plan Consistency:

The subject site is currently located in the City of Beaumont's Sphere of Influence as identified in the 2040 Beaumont General Plan on the Land Use Map (Figure 3.5) with a current land use designation of Rural Residential – one (1) acre minimum (see Attachment A). The land use designation Table 3.3 describes Rural Residential - one (1) acre minimum as single-family detached homes on one (1) acre lots in a hillside setting.

Chapter 3 Land Use and Community Design in the 2040 General Plan identifies the subject area as the Jack Rabbit subarea as shown in Figure 3.3 of the General Plan.

This subarea includes the mountainous range known as the San Timoteo Badlands. This area is undeveloped and contains the western extent of SR-60 in Beaumont. The area north of SR-60 is protected open space and part of the Western Riverside County MSHCP. San Timoteo Creek runs through this site. The area to the south of SR-60 is currently undeveloped and has topographical constraints. Access is limited to the eastern end of the subarea from Jack Rabbit Trail. This subarea is entirely in the Sphere of Influence, and thus, is governed by the County of Riverside General Plan. The designation for the area north of SR-60 is Open Space and south of SR-60 is Rural Residential (1 acre lots).

The subarea strategies include preserving San Timoteo Creek and its 100-year flood plain as an open space resource, and to work with property owners of the southern portion of the subarea to development plans compliant with the Western Riverside County MSHCP. A specific plan is encouraged.

The proposed use is in conformance with the General Plan for the City of Beaumont. The proposed development is consistent with the General Plan Policy 3.1.6 that preserves and protects natural open space areas in south and southwest Beaumont and its sphere of influence, as defined by the Land Use Element contained in the General Plan; Policy 3.4.7 to encourage the continued expansion of the City's industrial districts to accommodate economic development and growth; and Policy 3.11.8 to 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.

Zoning Consistency:

The subject properties are currently located in unincorporated Riverside County and have no zoning designation in the City. As part of the project proposal, the applicant is requesting that the property be pre-zoned to specific plan that is accompanied by the Beaumont Pointe Specific Plan (Attachment M).

The Beaumont Pointe Specific Plan will function as the zoning document for the project area and establishes the land use plan, planning areas, permitted, conditional and ancillary uses, development standards, design guidelines and implementation requirements that guide the future development of the site.

SB330 No Net Loss

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

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

The proposed project is requesting a change in land use designation from Rural Residential (1 acre min.) to Industrial, General Commercial and Open Space. The current County of Riverside zoning is W-2 (Controlled Development) with a one (1) acre minimum lot size to a non-residential specific plan. The proposed change is subject to SB330 and is required to comply with the program. If the proposed project is approved, 540 units would become part of the bank of units available to future residential developers through a density bonus agreement. The complete No Net Loss Program is found in Beaumont Municipal Code Chapter 17.20.

Environmental Impact Report (EIR)

A Draft Environmental Impact Report (DEIR) (see Attachment A) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Annexation, General Plan Amendment, Pre-Zone, Specific Plan, Tentative Parcel Map and FEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on December 22, 2022. The conclusion of the review period occurred on February 8, 2022.

The environmental consultant prepared responses to any comments made during the public review of the DEIR. The responses to the comments and any associated changes or additions to the DEIR will then be compiled into a final EIR (see Attachment B) for the City Council's consideration along with the Mitigation Monitoring Plan,

Findings of Fact (see Attachment J), and Statement of Overriding Considerations (see Attachment I).

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

Prior to the preparation of the DEIR, the City circulated a Notice of Preparation (NOP) from September 7, 2022, to October 6, 2022, and a public scoping meeting was held during the 30-day public review period, on September 17, 2022, at 6:00 PM at the Beaumont Civic Center.

In addition to the proposed project, the DEIR analyzed five (5) project alternatives: Section 6.2.1 No Project/No Development, Section 6.2.2 Existing City General Plan Alternative, Section 6.2.3 Reduced Development Area and Intensity Alternative, Section 6.2.4 Reduced Intensity Alternative, and Section 6.2.5 Truck Storage Yard Alternative. Each of these alternatives are discussed in detail in Section 6 of the DEIR (see Attachment G).

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

<u>Air Quality</u>
The project would conflict with or obstruct implementation of the applicable air quality plan and has been found to be inconsistent with:

- Threshold A - Consistency Criterion No.1 identifies that the project's regional construction-source emissions would exceed the applicable regional threshold for emissions of VOC's and NOx.
- Threshold A - Consistency Criterion No. 2 states that the 2016 Air Quality Management Plan (AQMP) does not reflect the proposed land use designation and there is a potential for the project to exceed air quality impact assumptions in the AQMP or increments based on the years of project build-out phase. Mitigation Measures would be required and are identified as MM 4.3-1 through MM 4.3-17, as shown in Attachment J.

- Threshold B – The project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.
- The project would result in cumulatively considerable air quality impacts for construction (NOx) and operational regional emissions for VOC, NOx, CO, PM_{10} and $PM_{2.5}$.

Greenhouse Gas (GHG) Emissions

Threshold A of the Green House Emissions section of the Findings of Fact and Statement of Overriding Considerations states that the project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (see Attachment I).

- Project GHG emissions will result in a total of approximately 63,911.07 MT CO_2e per year, which would exceed the 3,000 $MTCO_2e$ per year threshold.
- The Project applicant proposes the Project Design Features (PDFs) 8-1 through PDF 8-5 and Mitigation Measures MM 4.3-3 through MM 4.3-17 and MM 4.8-1 (see Attachment J) that would reduce the emissions to 60,638.09 MT CO_2e per year.

Threshold B states that the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

- The project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 $MTCO_2e$ per year. A significant GHG impact would occur as a result of the proposed Project. The Project is required to comply with Mitigation Measures MM 4.3-3 through 4.3-17 and MM 4.8-1, which would reduce impacts to the extent feasible, however, impacts would remain significant and unavoidable (see Attachment J).

Cumulative impacts would result in a cumulatively considerable impact related to GHG emissions.

Noise

Threshold A of the Noise section of the Findings of Fact and Statement of Overriding Considerations state that the project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise 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 Project would result in a significant impact from off-site traffic-related noise at four roadway segments (#1, #4, #5, and #6) due to the added Project traffic. Therefore, the

project-related off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact.

The project's contribution to off-site traffic noise would result in a substantial permanent increase in ambient noise levels and Project-related impacts on the following road segments would be significant:

- Potrero Boulevard south of Oak Valley Parkway (Segment #1).
    - Project Increment Increase of 1.6 dBA, which is over the threshold of 1.0 dBA.
- 4th Street east of Potrero Boulevard. (Segment #4).
    - Project Increment of 5.8 dBA, which is over the threshold of 1.0 dBA
- 4th Street east of Veile Avenue (Segment #5).
    - Project Increment of 6.5 dBA, which is over the threshold of 1.0 dBA
- 4th Street west of Potrero Boulevard. (Segment #6).
    - Project Increment of 21.2 dBA, which is over the threshold of 0.0 dBA (DEIR pp. 4.13-29 to 4.13-34)

The project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise in the vicinity of the Project in excess of standards under cumulative conditions. No feasible mitigation measures exist to reduce or eliminate Project traffic noise impact and impacts would remain significant and unavoidable.

<u>Transportation</u>
Threshold B indicates that the project would conflict with CEQA Guidelines Section 15064.3, subdivision (b). The Project would result in a significant VMT impact. The Project is required to comply with Mitigation Measure MM 4.17-1, which would reduce impacts to the extent feasible; however, impacts would remain significant and unavoidable.

The Project would result in a significant project generated VMT impact if the following condition is met:

- Baseline project generated VMT per service population (SP) exceeds 3% below the City of Beaumont current average VMT per service population. The City's current average VMT per service population is 27.87.

The project would result in a cumulative VMT impact since the Project was found to have a significant and unavoidable impact at the project level. The Project's baseline

VMT per SP is 39.19, which would exceed the City's current VMT per service population by 45%.

The Project would be required to implement Mitigation Measure MM 4.17-1 to reduce VMT, including car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. However, for the reasons set for in Section 5.4.1, even with implementation of all feasible mitigation measures, impacts would not be substantially lessened and would remain significant and unavoidable.

With the adoption of Senate Bill (SB) 743, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. The law changed the way local jurisdictions analyze transportation impacts from development projects and identify mitigation measures to reduce those impacts. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used road congestion and delay or level of service (LOS) to determine mitigation measures. SB 743 requires the amount of driving and length of trips – as measured by "vehicle miles traveled" or VMT – be used to assess transportation impacts on the environment for CEQA review. These impacts will be reduced or "mitigated" by options such as Transportation Demand Management (TDM), increasing transit options, or providing for active transportation such as walking and biking. Due to the changes in analysis required by SB743, there are no mitigation measures required through the CEQA process.

The City of Beaumont realized the change to VMT analysis as part of CEQA would greatly reduce the City's ability to require mitigation for traffic impacts. So, as part of the General Plan Update, the City retained the right to analyze Level of Service (LOS) in addition to VMT, and to require mitigation accordingly.

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

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

The City will need to adopt a Statement of Overriding Considerations on these specific air quality, greenhouse gas, noise and transportation impacts identified in the DEIR in order to certify the final EIR. Responses to the public comments on the DEIR are provided in the Final EIR (see Attachment H).

During the DEIR 45-day public review and comment period beginning December 22, 2022, and ending February 8, 2023, the City received numerous comments from area residents, public agencies and private firms for a total of 13 letters. Copies of all correspondence and responses related to the 45-day public review have been provided to the Planning Commission in the Final Environmental Impact Report, shown as Attachment H to this staff report.

In conclusion, the requests before the Commission are discretionary in nature and include the following: Annexation (PLAN2023-0931), Plan of Service (PLAN2023-0932), Pre-Zone (PLAN2019-0283), Specific Plan (SP2019-0003), General Plan Amendment (PLAN2019-0284), Vesting Tentative Parcel Map No. 38161 (PM2022-0012), Development Agreement (PLAN2023-0932), Sign Program (PLAN2022-0856) and Environmental Impact Report (ENV2019-0008). The DEIR analyzed the proposed project and proposed mitigation where feasible. A Statement of Overriding Considerations must be adopted in conjunction with certification of the final EIR. The final EIR has been prepared (see Attachment H) and will comprise the DEIR, Responses to Comments, the Mitigation Monitoring and Reporting Plan, Findings of Fact, and Statement of Overriding Considerations. The final EIR will be presented to the City Council for their review and proposed certification of the adequacy of the documents at a future noticed public hearing concerning the project applications.

Public Communications Received:

Property owners located within a 300-foot radius of the project site were notified of the intended public hearing on November 17, 2023, with a 10-day hearing notice in addition to a public notice in the Press Enterprise. The CEQA and public hearing notice identified the Planning Commission date as November 29, 2023. Proof of the publication for CEQA and the public hearing proof of publication is included as Attachment Q to this staff report.

Staff received 13 comments that were received during the CEQA 45-day public review period. The Planning Department has received four (4) emails from the public in opposition to the project and is provided as Attachment R to this staff report. Any additional comments received prior to the time of the scheduled Planning Commission meeting will be provided to the Commission at the time of the public hearing.

Planning Commission Authority:

General Plan

Beaumont Municipal Code, Section 17.02.090.E states that the Planning Commission shall act to recommend to the City Council approval, approval with modifications, or denial of the proposed application. A majority vote of the entire Planning Commission is required to recommend approval or approval with modifications.
The Planning Commission's action shall include its recommendation and shall be transmitted to the City Clerk for scheduling the matter for a public hearing before the City Council.

Zone Changes

Beaumont Municipal Code, Section 17.02.080.E states that the Planning Commission shall recommend to the City Council approval, approval with modifications, or denial of the proposed application. The Commission's recommendation shall be transmitted to the City Clerk for scheduling the matter for consideration by the City Council.

Tentative Parcel Map

Beaumont Municipal Code, Section 16.04.020 designates the Planning Commission as the “advisory agency” charged with reviewing and making recommendations on all proposal parcel map land divisions and tentative subdivision maps in the city. Section 16.24.050.A authorizes the Planning Commission to conditionally approval or disapprove all tentative parcel maps and tentative subdivision maps and land divisions and submit to the City Council for final approval.

Development Agreement

City of Beaumont, Resolution 1987-34, Article 3, Section 301 establishes that after the public hearing by the Planning Commission, the Planning Commission shall make a recommendation to the City Council based on the findings identified in Section 301(1-5).

Findings:

General Plan Amendment

Beaumont Municipal Code, Section 17.02.090.I requires that prior to approving a General Plan amendment, the City Council shall make the following findings:

1. The proposed amendment is in the public interest, and there will be a community benefit resulting from the amendment.

2. The proposed amendment is consistent with the other goals, policies, and objectives of the General Plan.

3. That the proposed amendment will not conflict with provisions of the zoning ordinance or subdivision regulations.

4. In the event that the proposed amendment is a change to the land use policy map, the amendment will not adversely affect surrounding properties.

Zone Change (Specific Plan)

Beaumont Municipal Code, Section 17.02.080.I requires the City Council to make the following findings of fact before approving a change of zone or zoning ordinance amendment.

1. That the proposed change of zone or zoning ordinance text amendment is consistent with the goals, policies, and objectives of the General Plan.

2. That the proposed change of zone or zoning ordinance text amendment will not adversely affect surrounding properties.

3. That the proposed change of zone or zoning ordinance text amendment promotes public health, safety, and general welfare and serves the goals and purposes of this Zoning Ordinance.

Development Agreement

1. Is consistent with the objectives, policies, general land uses and programs specified in the general plan and any applicable specific plan.

2. Is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located.

3. Is in conformity with public convenience, general welfare and good land use practice.

4. Will be detrimental to the health, safety and general welfare.

5. Will adversely affect the orderly development of property or the preservation of property values.

Recommended Action:

Hold a public hearing; and,

Forward a recommendation to the City Council to:

1. Certify the Environmental Impact Report (PLAN2019-0008); Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Plan of Services (PLAN2032-0932), Adopt General Plan Amendment (PLAN2019-0284); Adopt Pre-Zone (PLAN2019-0283), Adopt Specific Plan (SP2019-0003); Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Approve Development Agreement (PLAN2023-0932), and Approve Sign Program (PLAN2022-0856).
2. Make Modifications and Certify the Environmental Impact Report (PLAN2019-0008); Make Modifications and Adopt a Statement of Overriding Considerations; Make Modifications Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Make Modifications to the Plan of Services (PLAN2032-0932), Adopt General Plan Amendment (PLAN2019-0284); Adopt Pre-Zone (PLAN2019-0283), Make Modifications Adopt Specific Plan (SP2019-0003); Make Modifications and Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Make Modifications and Approve Development Agreement (PLAN2023-0932), and Make Modifications and Approve Sign Program (PLAN2022-0856).
3. Not Certify the Environmental Impact Report (PLAN2019-0008); Not Adopt a Statement of Overriding Considerations; Not Adopt a Statement of Overriding Considerations; Annexation (PLAN2023-0931), Not Approve of Plan of Services (PLAN2032-0932), Not Adopt General Plan Amendment (PLAN2019-0284); Not Adopt Pre-Zone (PLAN2019-0283), Not Adopt Specific Plan (SP2019-0003); Not Make Modifications and Approve Vesting Tentative Parcel Map 38161 (PM2022-0012); Not Approve Development Agreement (PLAN2023-0932), and Not Approve Sign Program (PLAN2022-0856).

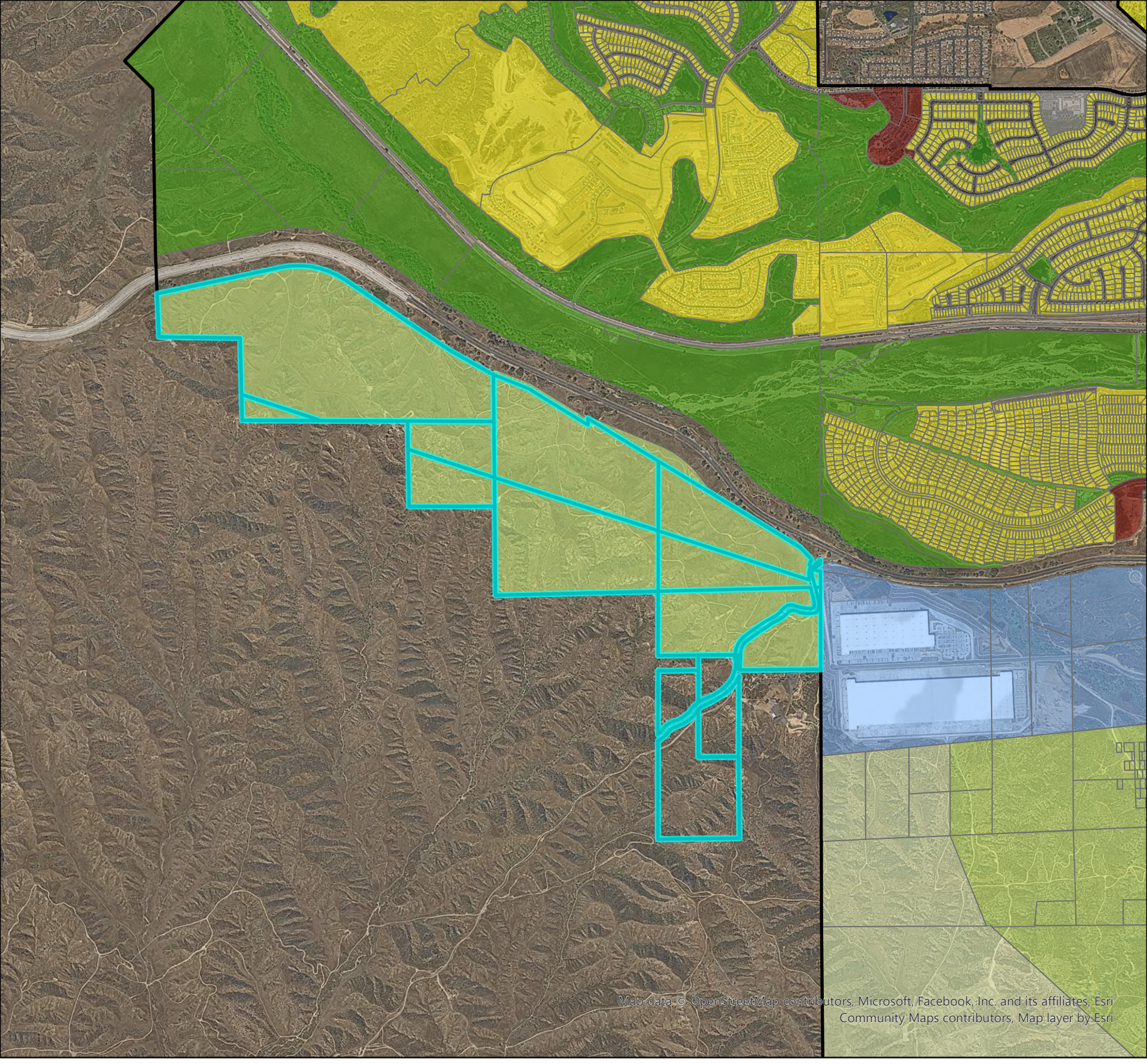
Attachments:

A. Existing General Plan Land Use Designation Map
B. Amended General Plan Land Use Map
C. Zoning Map
D. County of Riverside Zoning Map
E. Beaumont Pointe Land Use Map
F. Aerial Photograph

G. Draft Environmental Impact Report (without appendices)
H. Final Environmental Impact Report
I. Draft Findings of Fact of Overriding Considerations
J. Draft Mitigation Monitoring and Reporting Program (MMRP)
K. Development Agreement
L. Plan of Services
    a. Beaumont Cherry Valley Water District Plan of Service
    b. City Fiscal Impact Analysis
    c. County Fiscal Impact Analysis
M. Draft Beaumont Pointe Specific Plan
N. Vesting Tentative Parcel Map No. 38161 (PM2022-0012)
O. Draft Conditions of Approval – TPM 38161
P. Beaumont Pointe Sign Program
Q. Proof of Publication
R. Comment Letters/Emails following the Public Hearing Notice for Planning Commission

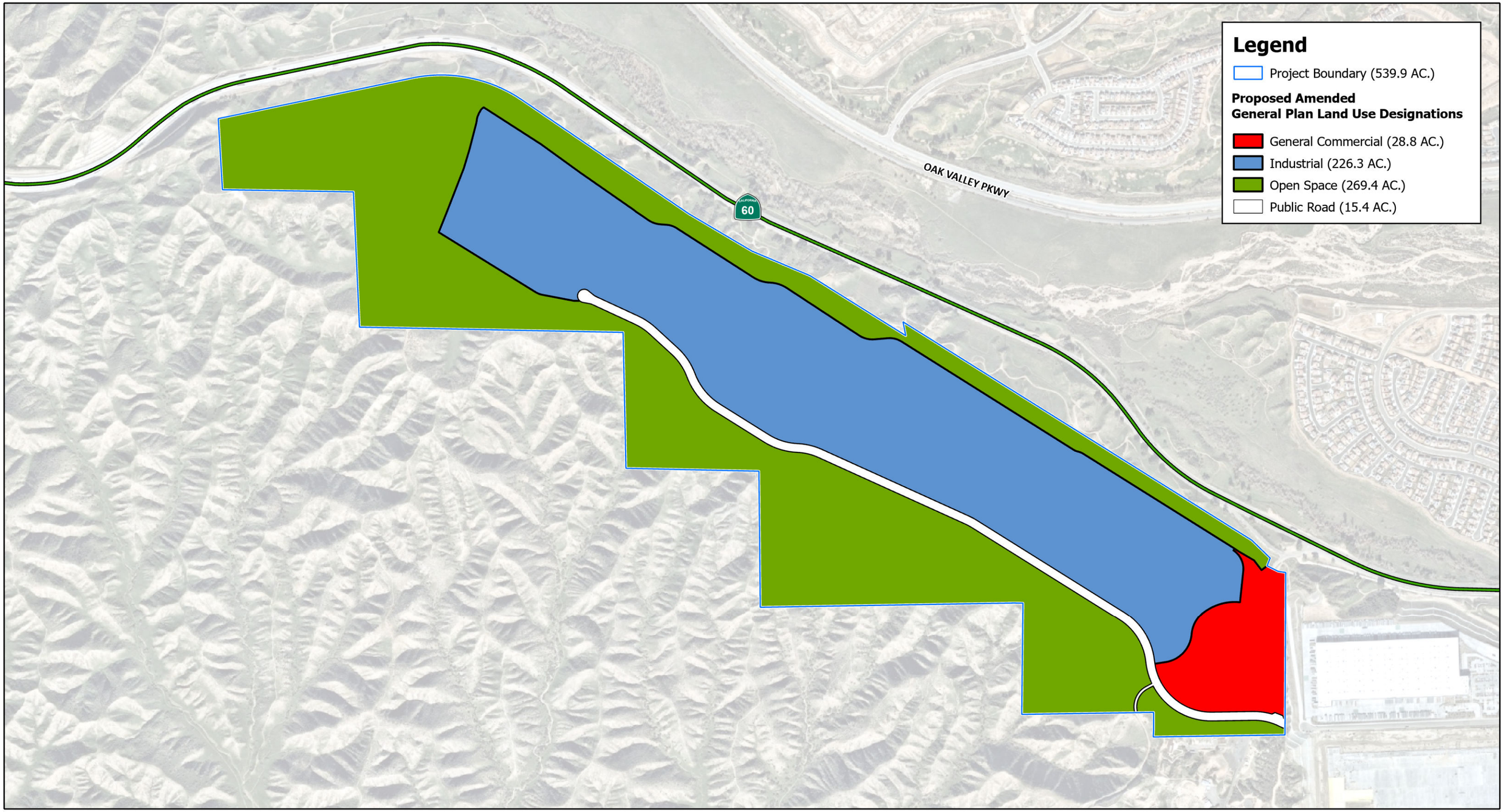
Incorporated herein by Reference:

City of Beaumont 2040 General Plan
City of Beaumont Zoning Ordinance
Project Site's Riverside Conservation Authority Multi-Species Habitat Conservation Plan Informational Map
Western Riverside County Regional Conservation Authority JPR23-03-15-01
Contents of City of Beaumont Planning Department Project File Annexation PLAN2023-0931, Plan of Service (PLAN2023-0932), Pre-Zone (PLAN2019-0283), Specific Plan (SP2019-0003), General Plan Amendment (PLAN2019-0284), Tentative Parcel Map 38161 (PM2022-0012), Development Agreement (PLAN2023-0932), AND Sign Program (PLAN2022-0856)
Resolution 1987-34



GENERAL PLAN

- Downtown Mixed Use
- Employment District
- General Commercial
- High Density Residential
- Industrial
- Neighborhood Commercial
- Open Space
- Public Facilities
- Rural Residential 1
- Rural Residential 10
- Rural Residential 40
- Single Family Residential
- Traditional Neighborhood
- Urban Village
- Parcels Beamont Pointe



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

JOB NUMBER: 1095-003
DATE: 11-14-2023

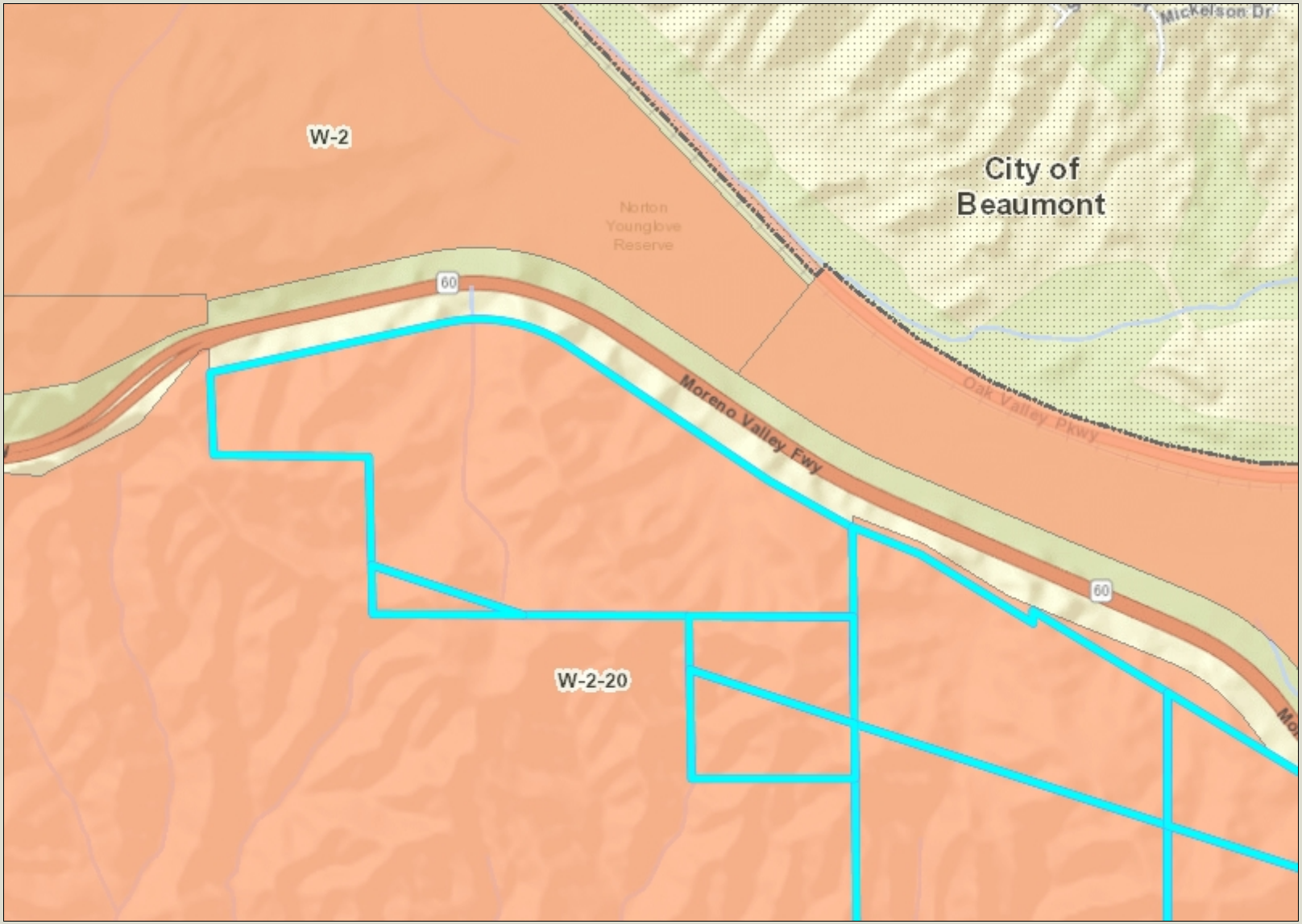
BEAUMONT POINTE SPECIFIC PLAN

0 225 450 900
Feet

Proposed Amended GPLU Map - For City

Beaumont Pointe

County Zoning Map 1 of 3



Legend

Zoning

- OTHER ZONING
- A-1
- A-1-1
- A-1-1 1/2
- A-1-1/2
- A-1-10
- A-1-15
- A-1-2
- A-1-2 1/2
- A-1-2 1/4
- A-1-20
- A-1-30000
- A-1-4
- A-1-40
- A-1-5
- A-2
- A-2-1
- A-2-10
- A-2-2
- A-2-2 1/2
- A-2-20
- A-2-5
- A-D
- A-P
- A-P-10
- A-P-2 1/2

RCIT

0 1,539 3,079 Feet

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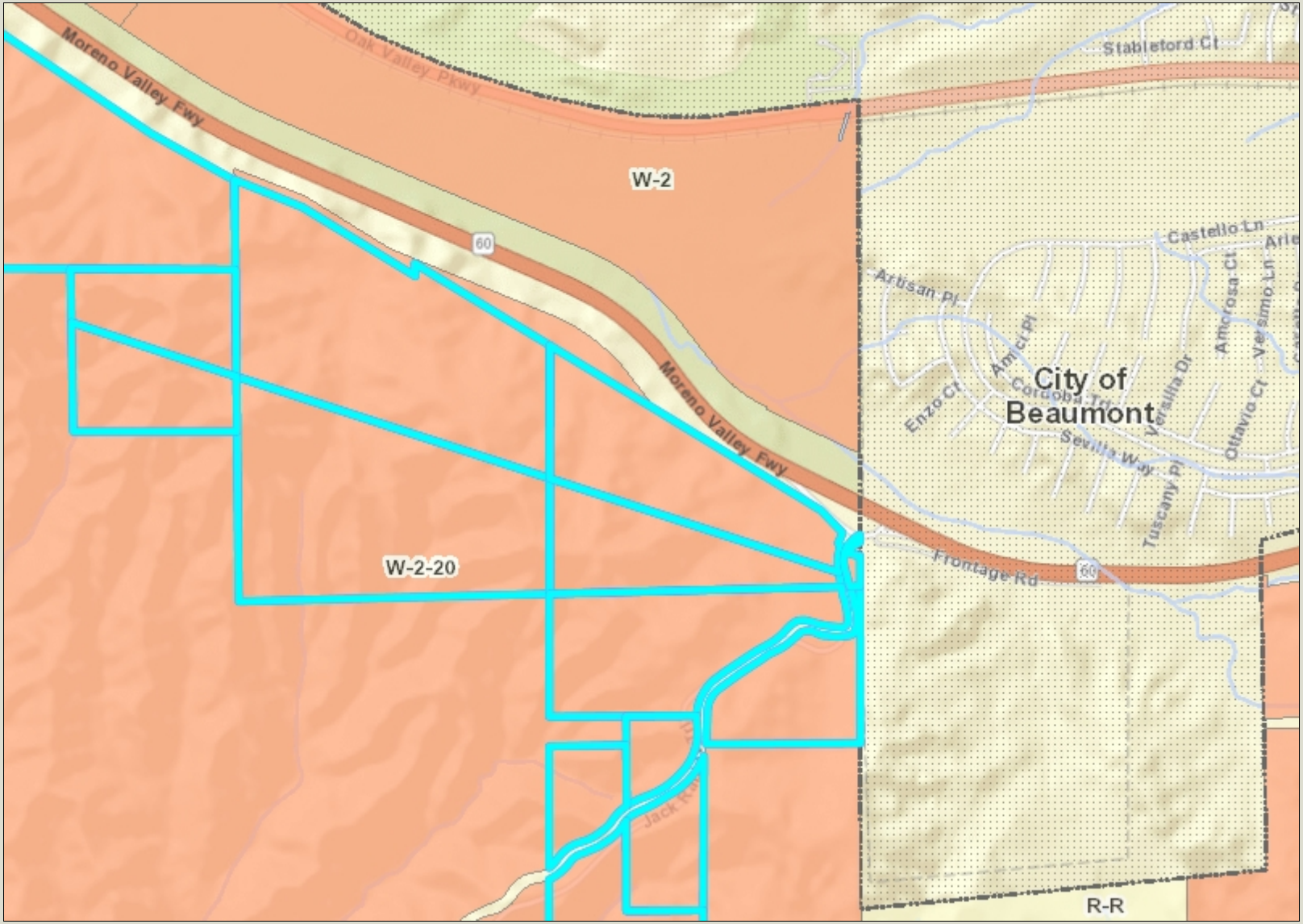
Notes

Beaumont Pointe

County Zoning Map 2 of 3



Legend

Zoning

- OTHER ZONING
- A-1
- A-1-1
- A-1-1 1/2
- A-1-1/2
- A-1-10
- A-1-15
- A-1-2
- A-1-2 1/2
- A-1-2 1/4
- A-1-20
- A-1-30000
- A-1-4
- A-1-40
- A-1-5
- A-2
- A-2-1
- A-2-10
- A-2-2
- A-2-2 1/2
- A-2-20
- A-2-5
- A-D
- A-P
- A-P-10
- A-P-2 1/2

Notes

0 1,539 3,079 Feet

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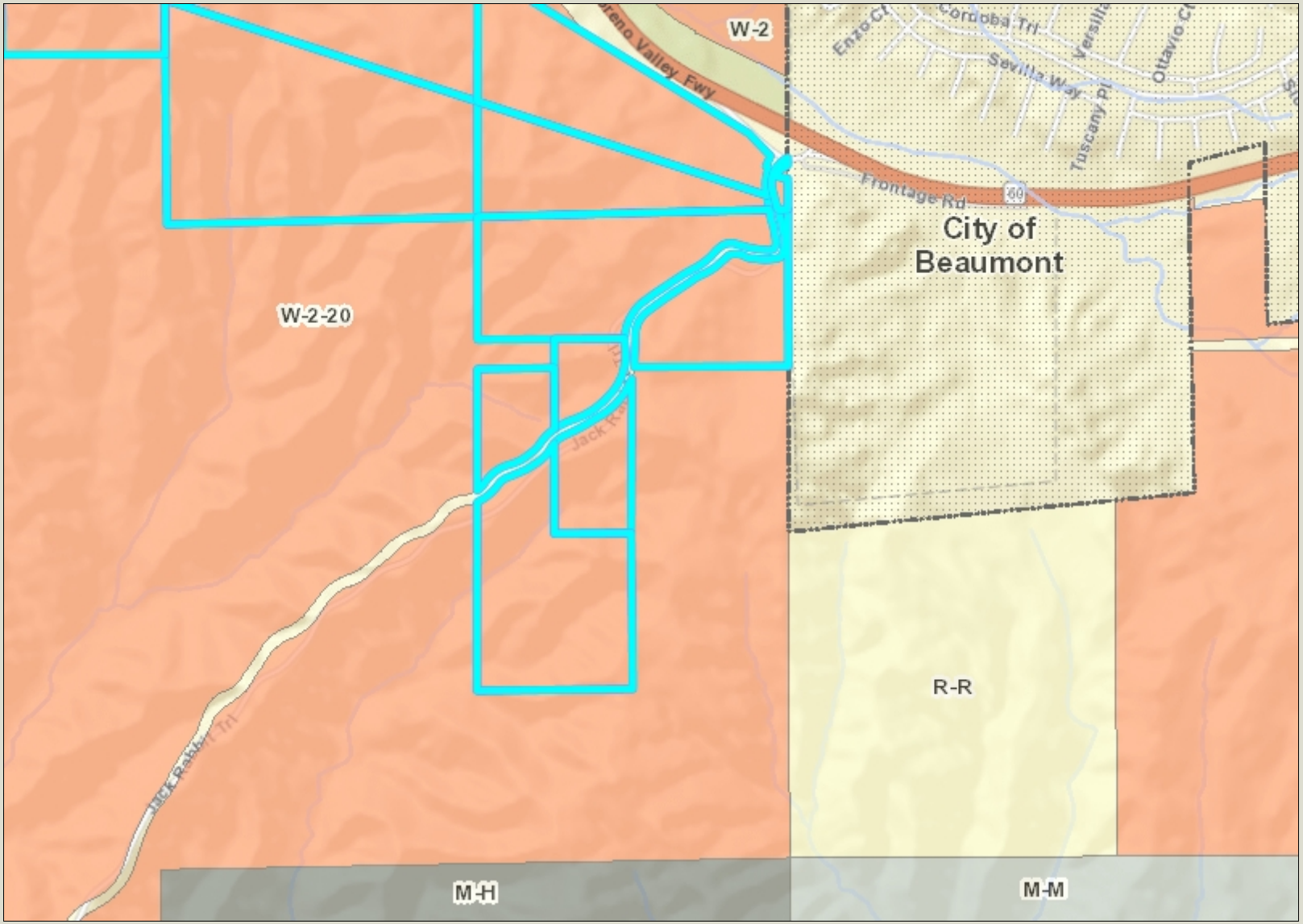
Beaumont Pointe

County Zoning Map 3 of 3



Legend

Zoning

- OTHER ZONING
- A-1
- A-1-1
- A-1-1 1/2
- A-1-1/2
- A-1-10
- A-1-15
- A-1-2
- A-1-2 1/2
- A-1-2 1/4
- A-1-20
- A-1-30000
- A-1-4
- A-1-40
- A-1-5
- A-2
- A-2-1
- A-2-10
- A-2-2
- A-2-2 1/2
- A-2-20
- A-2-5
- A-D
- A-P
- A-P-10
- A-P-2 1/2

0 1,539 3,079 Feet

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Notes

STATISTICAL SUMMARY		
PA	LAND USE DESIGNATION	ACRES
1	GENERAL COMMERCIAL	26.0
2	GENERAL COMMERCIAL	4.2
	GENERAL COMMERCIAL SUBTOTAL	***30.2***
3	INDUSTRIAL	1.8
4	INDUSTRIAL	67.3
5	INDUSTRIAL	52.2
6	INDUSTRIAL	33.6
7	INDUSTRIAL	30.2
8	INDUSTRIAL	61.1
	INDUSTRIAL SUBTOTAL	***246.1***
9	RECREATION AND CONSERVATION	152.7
10	CONSERVATION	193.4
	PROJECT TOTAL	***622.5***

Note* Industrial Way (40') and Entertainment Way (50') are private roads

Legend

- WQMP BASIN
- LIFT STATION
- WATER TANK

P.A. 9 152.7 AC
P.A. 10 193.4
P.A. 8 61.1 AC
P.A. 7 30.2 AC
P.A. 6 33.6 AC
P.A. 5 52.2 AC
P.A. 4 67.3 AC
P.A. 3 1.8 AC
P.A. 2 4.2 AC
P.A. 1 26.0 AC
60
INDUSTRIAL WAY
4TH STREET
FRONTAGE ROAD
ENTERTAINMENT WAY
JACK RABBIT TRAIL
Limits of Disturbance
Limits of Disturbance overlaps with Property Boundary
Connection to Existing Jack Rabbit Trail
PRIVATE ACCESS TO EXISTING RESIDENCE
SEE INSET

P.A. 4 INDUSTRIAL 67.3 AC
P.A. 3 INDUSTRIAL 1.8 AC
P.A. 2 GENERAL COMMERCIAL 4.2 AC
P.A. 1 GENERAL COMMERCIAL 26.0 AC
P.A. 9 RECREATION AND CONSERVATION 152.7 AC
P.A. 10 RECREATION AND CONSERVATION 193.4 AC
FRONTAGE ROAD
INDUSTRIAL WAY
4TH STREET
ENTERTAINMENT WAY
JACK RABBIT TRAIL
Limits of Disturbance
Connection to Existing Jack Rabbit Trail
PRIVATE ACCESS TO EXISTING RESIDENCE

Source(s): Nearmap (2020)
Composite: Proactive Engineering Consultants (09-22-2020)

BEAUMONT POINTE SPECIFIC PLAN

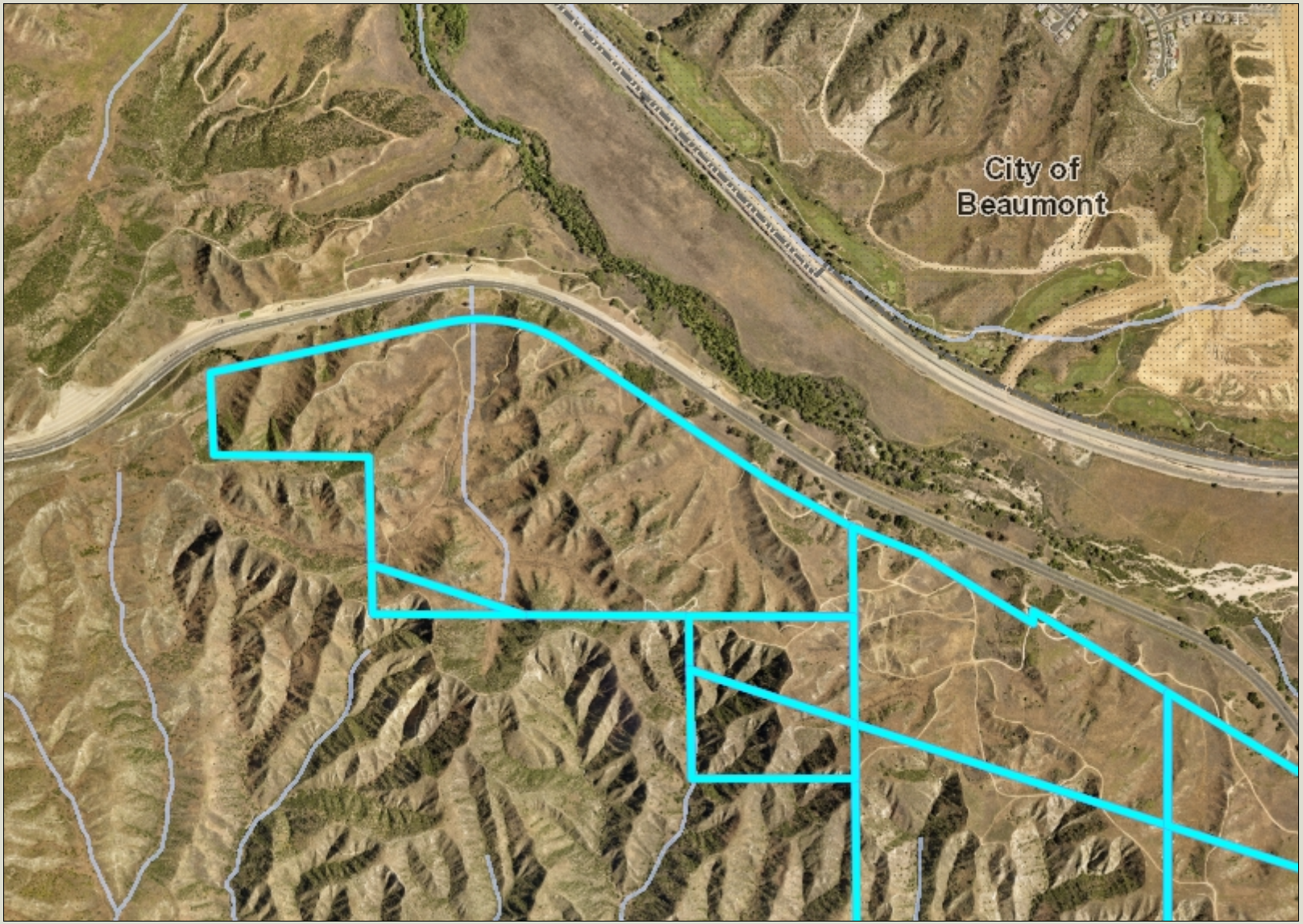
JOB NUMBER: 1095-003
DATE: 09-24-2020

0 550 1,100 Feet

LAND USE PLAN

Beaumont Pointe

Aerial Photograph 1 of 3



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

0 1,539 3,079 Feet

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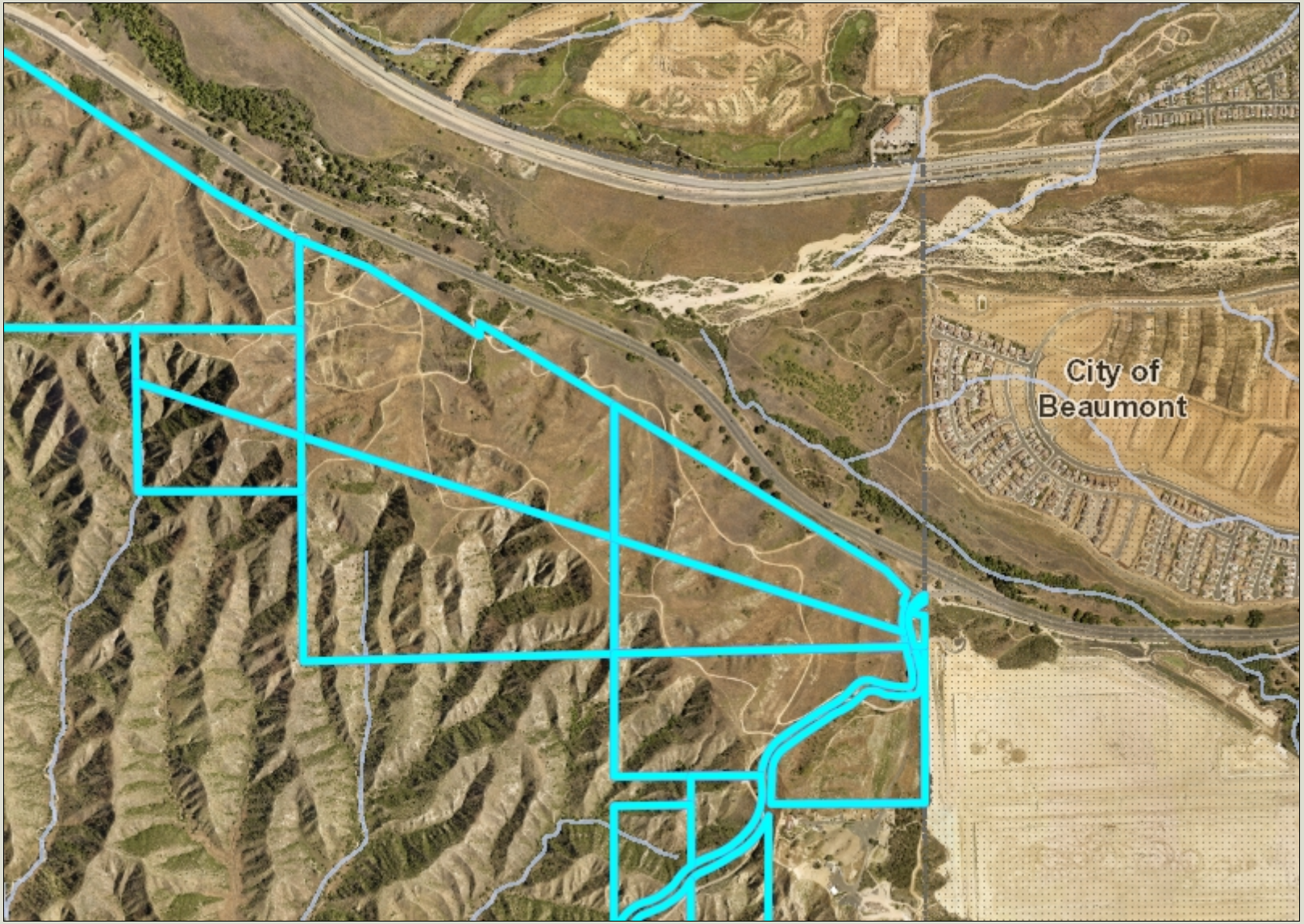
Beaumont Pointe

Aerial Photograph 2 of 3



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

0 1,539 3,079 Feet

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Beaumont Pointe

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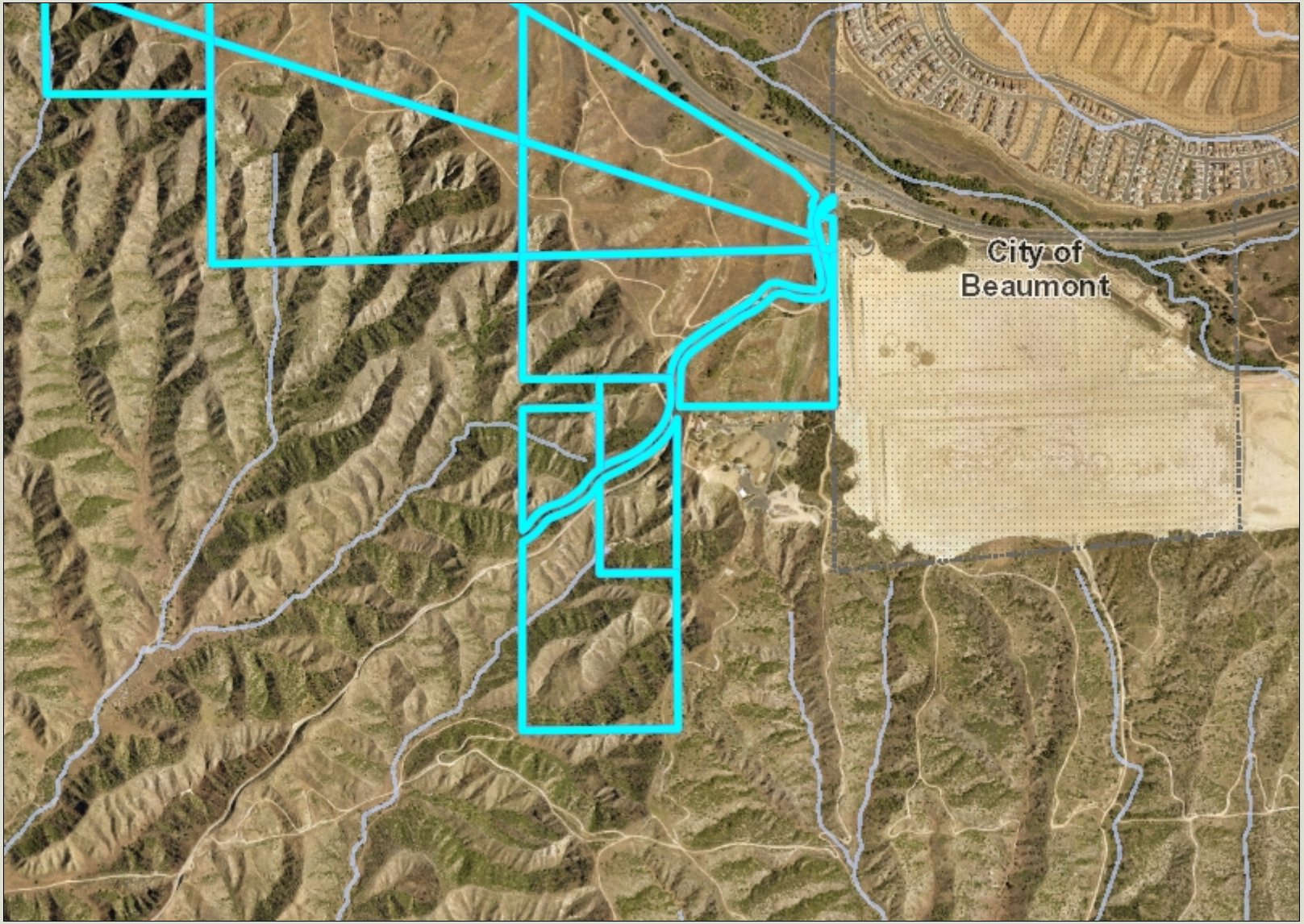

Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

0 1,539 3,079 Feet

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BEAUMONT POINTE SPECIFIC PLAN

FINAL ENVIRONMENTAL IMPACT REPORT
SCH NO. 2020099007

CITY OF BEAUMONT

NOVEMBER 2023

Final Environmental Impact Report
SCH No. 2020099007

Beaumont Pointe Specific Plan

City of Beaumont, California

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

CEQA Consultant
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Project Applicant
JRT BP1, LLC
18032 Lemon Drive, Suite 367
Yorba Linda, CA 9288

Lead Agency Discretionary Permits
General Plan Amendment PLAN2019-0284
Pre-Zone PLAN2019-0283
Beaumont Pointe Specific Plan SP2019-0003
Beaumont Pointe Sign Program PLAN2022-0856
Vesting Tentative Parcel Map No. 38161 PM2022-0012
Development Agreement PLAN2023-0906
Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan

November 16, 2023

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1.2 List of EIR Commenters 1-2

Section 2.0 Responses to Comments Received During the Public Review Period 2-1

Section 3.0 Clarifications and Revisions 3-1

Attachments (Provided on USB)

A Preliminary Hydrology and Hydraulic Study for Beaumont Pointe Specific Plan

B Project Specific Water Quality Management Plan for Beaumont Pointe

C Traffic Analysis

D Fire Protection Plan

SECTION 1.0 INTRODUCTION

In accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, the City of Beaumont, as the Lead Agency, has evaluated the comments received on the Draft Environmental Impact Report (Draft EIR) for the Beaumont Pointe Specific Plan Project (Project) (SCH No. 2020099007) and has prepared written responses to these comments. This document has been prepared in accordance with CEQA and represents the independent judgment of the lead agency.

According to State CEQA Guidelines Section 15132, the Final EIR shall consist of:

(a) The Draft EIR or a revision of the draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

The Planning Commission will consider certification of the EIR, adoption of a Mitigation Monitoring and Reporting Program, Findings and Facts, and a Statement of Overriding Considerations as part of the approval process for the Project.

This Final EIR document is organized as follows:

Section 1 provides a brief introduction to this document, a summary of the public review process, and a list of commenters.

Section 2 provides responses to the public comments received on the Draft EIR during the public review period. Responses are provided in the form of individual responses to comment letters received. Comment letters are followed immediately by the responses to each letter.

Section 3 contains revisions and clarifications to the Draft EIR as a result of the comments received from agencies and interested persons as well as errata identified in the EIR. This information does not constitute significant new information and recirculation of the EIR for further review pursuant to CEQA Guidelines Section 15088.5 is not required.

1.1 PUBLIC REVIEW PROCESS

In compliance with Section 15201 of the State CEQA Guidelines, the City of Beaumont (City) has taken steps to provide opportunities for public participation in the environmental review process. A Notice of Preparation (NOP) was distributed on September 2, 2020 to responsible agencies, local government agencies, and interested parties for a 30-day public review period (from September 7, 2020 to October 6, 2020) in order to solicit comments and inform agencies and the public of the Project. The NOP was also distributed to the State of California Office of Planning and Research, State Clearinghouse (SCH) for distribution to State agencies. The NOP was posted on the City's website, Press-Enterprise Newspaper, and at the Riverside County Clerk's office on September 2, 2020. The Project was described; potential environmental effects associated with Project implementation were identified; and agencies and the public were invited to review and comment on the NOP. Additionally, the City held a Public Scoping Meeting on September 17, 2020 via live streaming to provide an overview of the Project, explain the CEQA process, and accept public comment. A copy of the NOP and comments received during the 30-day public review period are included in Appendix A of the Draft EIR. The City received 8 comment letters in response to the NOP. Table 2-2 of the Draft EIR provides a brief summary of the NOP comments received that address environmental and related issues.

CEQA requires that a Draft EIR have a review period lasting at least 45 days for projects that have been submitted to the SCH for review (State CEQA Guidelines, Section 15105(a)). The Draft EIR was distributed to various public agencies, organizations, and individuals on December 22, 2022; the EIR was available for public review and comment for a period of 48 days. The review period ended on February 8, 2023. The City used several methods to elicit comments on the Draft EIR. A Notice of Availability (NOA) and the Draft EIR was distributed to the SCH for distribution to State agencies and was posted on the City's website. The NOA was posted also at the Riverside County Clerk's office on December 21, 2022. The NOA was mailed to responsible agencies, local government agencies, and interested parties that received the NOP, to individuals who had previously requested the NOA or EIR, and to individuals who provided NOP comments on December 21, 2022. The NOA was also published in the Press-Enterprise Newspaper on December 22, 2022; the NOA and Draft EIR were made available for review on the City's website at: https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan.

The Planning Commission, as a recommending body, will consider its recommendation to approve the proposed Project, associated actions, and certification of the Final EIR for the Project.

The City Council, as the final approval body, will hold a public hearing following the Planning Commission hearing to consider approving the proposed Project, associated actions, and certification of the Final EIR for the Project.

1.2 LIST OF EIR COMMENTERS

In accordance with Section 15132 of the State CEQA Guidelines, the following is a list of the agencies, organizations, and individuals that submitted comments on the Draft EIR. The City received a total of 13 comment letters, including 4 from agencies and organizations and 9 individuals.

Responses to each comment are in Section 2.0. The comment letter has been assigned a letter (i.e., A, B, C) and each comment within the transmittal is divided into sequential numbered comments (i.e., A-1, A-2, A-3).

Comment		Date of Letter
Agencies and Organizations		
A.	Agua Caliente Band of Cahuilla Indians	January 30, 2023
B.	Blum Collins & Ho, LLP on behalf of Golden State Environmental Justice Alliance	February 8, 2023
C.	Rincon Band of Luiseño Indians	January 11, 2023
D.	South Coast Air Quality Management District	February 8, 2023
Individuals		
1.	Geiser, Sharon	February 6, 2023
2.	Jones, Tiya	February 7, 2023
3.	McGee, Norma	February 7, 2023
4.	Rizzo, Richard	February 7, 2023
5.	Roy, Ron	February 8, 2023
6.	Tinker, Bob	February 8, 2023
7.	Walsh, Susan	February 6, 2023
8.	Wayne, Pat	February 5, 2023
9.	Wilson, Geoffrey	February 6, 2023

SECTION 2.0 RESPONSES TO COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD

All of the comment letters received by the City within the comment period described in Section 1.0 above have been included and responded to in this Final Environmental Impact Report (Final EIR). Comments that address environmental concerns have been thoroughly addressed. No comments were received outside of the 45-day comment period. Comments that do not require a response are indicated below and include those that are outside the scope of CEQA requirements because they (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; (3) do not address the Project; or (4) request the incorporation of additional information not relevant to environmental issues.

CEQA Guidelines Section 15204(a) outlines the parameters for public agencies and interested parties to submit comments and the Lead Agency's responsibility for responding to specific comments. Per CEQA Guidelines Section 15204(a), comments should be related to:

> *[T]he sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible.…CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

CEQA Guidelines Section 15204(c) further advises that, "[r]eviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to [CEQA Guidelines] Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Additionally, CEQA Guidelines Section 15204(d) notes that, "[e]ach responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility;" but, pursuant to CEQA Guidelines Section 15204(e), "[t]his section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, Evaluation of and Response to Comments, states:

> *(a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.*

(b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

(c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.

(d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:

(1) Revise the text in the body of the EIR; or

(2) Include marginal notes showing that the information is revised in the response to comments.

This section includes responses to substantive Draft EIR comments received by the City. With respect to comment letters received, aside from certain courtesy statements, introductions, and closings, individual comments within the body of each letter have been identified and numbered. A copy of each comment letter and the City's responses to each applicable comment are included in this section. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter.

In accordance with Public Resources Code Section 21092.5, written responses to public agency comments shall be provided to the public agency at least 10 days prior to certifying an EIR.

As described in Section 3.0, *Draft EIR Clarifications and Revisions*, of this document the Draft EIR, revisions and information presented in response to comments received do not result in any of the conditions set forth in Section 15088.5 of the State CEQA Guidelines requiring recirculation; therefore, the EIR does not need to be recirculated prior to its certification.

COMMENT LETTER A

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL HISTORIC PRESERVATION

03-036-2020-006

January 30, 2023

[VIA EMAIL TO:ckendrick@beaumontca.gov]
City of Beaumont
Ms. Carole L. Kendrick
550 E. 6th Street
Beaumont, CA 92223

Re: Beaumont Pointe Specific Plan

Dear Ms. Carole L. Kendrick,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Beaumont Pointe Specific Plan project. We have reviewed the documents and have the following comments: A-1

*Continued consultation on this project.

*The presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office. A-2

*The presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.

*Treatment plan shall be developed prior to any ground-disturbing activities

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 423-3485. You may also email me at ACBCI-THPO@aguacaliente.net. A-3

Cordially,

Xitlaly Madrigal
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

Responses to Comment A

Agua Caliente Band of Cahuilla Indians, Xitlaly Madrigal, Cultural Resources Analyst, dated January 30, 2023.

A-1 The commenter appreciates the City's efforts to include the Aqua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office input in the Project. The commenter provides comments which are responded to below. No further response is required.

A-2 The commenter requests continued consultation on the Project. The commenter requests approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys) and investigation and preparation of a mitigation plan if requested by that Monitor should buried cultural deposits be encountered. The commenter requests the presence of an archaeologist that meets the Secretary of Interior's standards during ground disturbing-activities. The commenter also requests that a treatment plan be developed prior to any ground-disturbing activities.

As part of the SB 18/AB 52 consultation process required by CEQA for the Project, the City of Beaumont sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project site. Of the 10 tribes that were sent notification letters, three tribes requested government-to-government consultation: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Mission Indians. The City submitted the Phase I and Phase II Cultural Resources Assessment to the three tribes. The Agua Caliente Band of Cahuilla Indians and Morongo Band of Mission Indians requested revisions to the cultural resources assessment and mitigation, which were incorporated into the Phase I and Phase II Cultural Resources Assessment.

Mitigation Measure MM 4.5-1 (refer to Page 4.5-18 of the Draft EIR) has been incorporated into the Project to ensure that a qualified archaeologist that meets the Secretary of Interior's standards is retained to implement the monitoring program, be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources and to conduct Cultural Resource Sensitivity Training in conjunction with the consulting Native American tribes' Tribal Historic Preservation Officer and/or designated Tribal Representative. Mitigation Measure MM 4.5-2 (refer to Pages 4.5-18 to 4.5-20 of the Draft EIR) requires preparation of a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) written in consultation with the consulting tribe(s) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site, requires that during all ground-disturbing activities the qualified archaeologist and the Native American monitor shall be on-site full-time and addresses treatment and disposition methods in the event that previously unidentified cultural resources are discovered. 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 Sections 21074 and 21084.2 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. Mitigation Measures MM 4.5-1 and 4.5-2 address the commenter's request and no further response is required.

A-3 The commenter concludes the letter and provides contact information. No further response is required.

COMMENT LETTER B

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SUITE 4880
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February 6, 2023

Carole Kendrick,
Planning Manager
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

VIA EMAIL TO:
ckendrick@beaumontca.gov

SUBJECT: COMMENTS ON BEAUMONT POINTE SPECIFIC PLAN EIR (SCH NO. 2020099007)

Ms. Kendrick:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Beaumont Pointe Specific Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

B-1

1.0 Summary

The project proposes to construct and operate a mixed industrial and commercial project totaling 5,331,000 square feet (sf). The industrial component of the project is the primary land use and proposes 4,995,000 sf of floor area across five buildings ranging in size between approximately 600,000 and 1,379,000 sf and one building with 35,000 sf of self-storage space. The ancillary commercial uses total up to 246,000 sf in addition to a 125-room hotel (approximately 90,000 sf). Planning Areas (PAs) 1 and 2 are proposed to change the existing land use designations from Rural Residential to General Commercial and establish "The Experience at Beaumont Pointe." PAs 1 and 2 will include a 125-room limited-service hotel (approximately 90,000 sf) and a maximum of 246,000 sf of retail and commercial recreation businesses, including approximately 30,000 sf of restaurants and 216,000 sf of retail and commercial recreation businesses.

B-2

PAs 3 through 8 are are proposed to change the existing land use designations from Rural Residential to Industrial. Buildings in PAs 3-8 are envisioned to range in size from approximately 35,000 sf (self-storage) up to 1,379,000 sf and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse (up to 100,000 sf), and e-commerce operations and includes self-storage uses permitted only on PA 3. The maximum square footage for all industrial uses is 4,995,000 sf.

PA 9 is proposed to change the existing land use designations from Rural Residential to Open Space. PA 10 is proposed to change the existing land use designations from Rural Residential to Open Space - Conservation.

The following discretionary actions are required for project approval:

1. General Plan Amendment (PLAN2019-0284): The Project site is currently outside of the City's boundaries and is regulated by the County of Riverside. The City has provided initial land use designations in its General Plan for properties in its sphere of influence (SOI), including the Project site, and the Project site is currently designated "Rural Residential." The Project will include a General Plan Amendment (GPA) that would amend the City of Beaumont's General Plan Land Use Map to change the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)."

2. Pre-Zone (PLAN2019-0283): The Project site is identified within the City of Beaumont Zoning Map as located in the City of Beaumont SOI; no pre-zoning is identified, and the site is currently regulated by the County of Riverside. The Project proposes to pre-zone the Project site within the City's Zoning Map as "Specific Plan". This pre-zoning would become effective upon annexation of the Project site into the City (see Government Code Section 65859[a]). The proposed Pre-Zone would require future development on the Project site to comply with the applicable development standards and design guidelines from the Beaumont Pointe Specific Plan and, where applicable, the Beaumont Municipal Code.

3. Specific Plan SP2019-0003: Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, Project-related development activities would be founded.
4. Sign Program: A Sign Program is being processed concurrently with the Specific Plan. The Sign Program provides adequate and appropriate street, building, tenant identification, pedestrian path, and wayfinding signage for the Project's anticipated variety of building sizes, designs, and use.

5. Tentative Parcel Map: The Project would include a Tentative Parcel Map. Additional, subdivision maps (parcel and/or tract maps, including vesting maps) could be processed in

B-2
(CONT.)

conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Project.

6. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Minor Amendment: The City will prepare and submit to the Wildlife Agencies (U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife) a Minor Amendment request for any annexation associated with the Project. The Minor Amendment would be documented in MSHCP (Sections 11.5 and 20.4.1(E) of the MSHCP Implementation Agreement and Section 6.10.2 of the MSHCP). The Project would conserve a total of 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on-site and 78.40 acres off-site.

7. Approval by the City and Riverside County Local Agency Formation Commission (LAFCO) of annexation to the City of Beaumont and approval by Beaumont-Cherry Valley Water District (BCVWD) and LAFCO of annexation to the Beaumont-Cherry Valley Water District.

B-2 (CONT.)

3.0 Project Description

The EIR does not include the proposed Beaumont Pointe Specific Plan document as an attachment for public review. The Beaumont Pointe SP would include permitted uses and development standards such as maximum height, floor area ratio, parking requirements, and other items that contribute directly to the analysis of environmental impacts. Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the Beaumont Pointe SP contributes directly to analysis of the problem at hand. The EIR must be revised and recirculated to include the Beaumont Pointe SP document for public review in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)).

B-3

4.3 Air Quality, 4.6 Energy, and 4.8 Greenhouse Gas Emissions

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

B-4

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0[1], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability. The proposed project's census tract (6065043822) and surrounding community, including residences to the north, bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 99th percentile for ozone burden, which is attributed to heavy

B-5

[1] CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

truck traffic activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[2].

The census tract also ranks in the 97th percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilites are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[3].

The census tract also bears more impacts from cleanup sites than 70% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water[4].

Further, the census tract is a diverse community including 52% Hispanic and 4% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community is also economically disadvantaged. The community experiences high rates of unemployment (68th percentile), and poverty (42nd percentile) meaning 79% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[5]. Poor communities are often located in areas with high levels of pollution[6]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[7]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 87th percentile for incidence of cardiovascular disease and 60th percentile for incidence of asthma.

B-5 (CONT.)

California's Building Energy Code Compliance Software (CBECC) is the State's only approved energy compliance modeling software for non-residential buildings in compliance with Title 24[8]. CalEEMod is not listed as an approved software. The CalEEMod-based modeling in the EIR and appendices does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, a finding of significance must be made. A revised EIR with modeling using the

B-6

[2] OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone
[3] OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities
[4] OEHHA Cleanup Sites https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites
[5] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[6] Ibid.
[7] Ibid.
[8] California Energy Commission 2022 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1

approved software (CBECC) must be circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not the approved software.

B-6 (CONT.)

Further, Table 4.8-7: SCAG Connect SoCal Applicability Analysis finds that the project does not conflict with all goals of Connect SoCal, resulting in less than significant impacts. However, the consistency analysis in the EIR is misleading to the public and decision makers. The project results in several significant and unavoidable cumulatively considerable impacts, including Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). For example, the EIR finds the project is consistent with Goal 5: "Reduce greenhouse gas emissions and improve air quality," because "impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features." However, as determined in the EIR itself, the project will impede the SCAG region's ability to reduce greenhouse gas emissions and improve air quality because it will result in significant and unavoidable cumulatively considerable impacts to Air Quality and Greenhouse Gas Emissions. This information must be included for analysis with all Connect SoCal Goals and a finding of significance must be made.

B-7

4.11 Land Use and Planning

The EIR has not provided a complete consistency analysis of the proposed project and General Plan goals and policies. The EIR provides no discussion of the project's required General Plan Amendment and change in Zoning designation from Rural Residential to Beaumont Pointe SP. This does not comply with CEQA's requirements for meaningful disclosure and does not present an adequate environmental analysis. A revised EIR must be prepared with a consistency analysis with all General Plan policies goals and policies, including the following items that the project has significant potential for direct inconsistency:

B-8

1. Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.
2. Policy 3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.
3. Policy 3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.
4. Policy 3.4.5 Focus economic development efforts on attracting high paying jobs to the City.

B-9

Page 5

5. Policy 3.8.4 Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.

6. Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible. Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

7. Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.

8. Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

9. Goal 6.1: A City that improves the overall health and welfare of its residents.

10. Policy 6.4.1 Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers 'markets, and community gardens, particularly in communities with low incomes and low access.

11. Policy 6.4.3 Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child-sensitive areas, such as schools, parks, and childcare facilities.

12. Policy 6.5.5 Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.

13. Policy 6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.

B-9 (CONT.)

Further, the EIR omits discussion and analysis regarding the project's inconsistency with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the project will have a significant and unavoidable cumulatively considerable impact to Air Quality because it will exceed the assumptions in the AQMP and generate operational-source emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB. The project will also have a significant and unavoidable cumulatively considerable impact to Greenhouse Gas Emissions because it will conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The Land Use and Planning analysis omits any discussion regarding inconsistencies with the AQMP and California's statewide GHG reduction goals for 2030 and 2050. The EIR must be revised to include these significant and unavoidable cumulatively considerable impacts for analysis and include a finding of significance.

B-10

Page 6

Table 4.11-2 SCAG Connect SoCal Consistency Analysis provides a misleading and erroneous consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS that concludes the project does not conflict with any Connect SoCal Goals. The project requires a change in General Plan land use designation to proceed, which indicates that it is not consistent with the analysis provided in Connect SoCal. Due to errors in modeling, modeling without supporting evidence (as noted throughout this comment letter and attachments), and the EIR's conclusion the project will result in significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, Noise, and Transportation, the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to include a finding of significance due to these direct inconsistencies with SCAG's 2020-2045 Connect SoCal RTP/SCS. B-11

The project is significantly inconsistent with statutory requirements of the Housing Crisis Act/SB 330. The Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330[9] require replacement housing sites when land designated for housing development is changed to a non-housing use to ensure no net loss of housing capacity. Government Code Section 66300(b)(1)(A) requires that agencies shall not "change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." Under Government Code Section 66300(b)(1)(A), a "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the **time of project approval**. B-12

Due to the required land use changes to implement the proposed project, the site would not be used for the development of residential units and replacement sites must be proposed and analyzed as part of the project. The EIR does not act in conformance with these laws and has not identified replacement sites for housing. Approval of the EIR and the proposed project will result in a net loss of housing. Specifically, the EIR states that the existing land use designations permit the development of up to 383 residential dwelling units. The lost capacity of 383 dwelling units is a significant environmental impact in violation of the HCA/SB 330. The EIR must be revised to include a finding of significance due to this inconsistency. B-13

[9] Housing Crisis Act of 2019/SB 330
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330

Additionally, deferring the identification of replacement sites to a later date is project piecemealing in violation of CEQA. The EIR does not accurately or adequately describe the project, meaning "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (CEQA § 15378). The whole of the action must statutorily and legally include identified replacement sites to accommodate the lost capacity of 383 dwelling units. B-14

4.14 Population and Housing

SCAG adopted 2045 growth projections as part of the 2020 RTP/SCS (Connect SoCal) on September 3, 2020. SCAG's Connect SoCal Demographics and Growth Forecast[10] notes that Beaumont will add 6,600 jobs between 2016 - 2045. Utilizing the EIR's calculation of 5,456 employees, the project represents 82.6% of Beaumont's employment growth from 2016 - 2045. SCAG's Growth Forecast notes that Beaumont's population will increase by 34,700 residents between 2016 - 2045. Utilizing the EIR's calculation of 5,456 employees, the project represents 15.7% of Beaumont's population growth from 2016 - 2045. A single project accounting for 82.6% of the projected employment growth and 15.7% of the projected population growth within Beaumont over 29 years represents a significant amount of growth. B-15

The EIR must be revised to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project will exceed SCAG's employment and/or population growth forecast. For example, other recent industrial projects such as Portrero Logistics Center (771 employees) and Beaumont Summit Station Specific Plan (4,010 employees) combined with the proposed project will cumulatively generate 10,237 employees, which nearly double the City's employment growth forecast over 29 years. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. The EIR must be revised to include this information for analysis and also include a cumulative development analysis of projects approved since 2016 and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates and/or SCAG's growth forecasts. B-16

The EIR utilizes uncertain language by stating that, "91% 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," without providing specific information regarding the type of employment commuter residents qualify for or the quantity of housing units that are in development. Additionally, the EIR relies upon the entire unemployed workforce of the metropolitan Riverside-San Bernardino- B-17

[10] SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020 https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

Ontario region to fill the project's jobs. Relying upon the entire workforce population of the metropolitan Riverside-San Bernardino-Ontario region will increase the VMT per employee reported in the EIR. This will also increase GHG emissions during all phases of construction and operations and the EIR must be revised to account for longer worker trip distances. For example, the project site is approximately 45 miles from Eastvale, 67 miles from Victorville, and 55 miles from Temecula while the VMT analysis only assumed a 39.19 mile trip for employees. The revised EIR must also include information and analysis regarding the number of construction jobs generated by the project, construction worker employment analysis, and their potential to relocate to the City.

B-17 (CONT.)

4.17 Transportation

The EIR has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. The EIR has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering. There are also no exhibits depicting emergency vehicle access. Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. A revised EIR must be prepared for the proposed project with this analysis in order to provide an adequate and accurate environmental analysis.

B-18

Further, the EIR has underreported the quantity VMT generated by the proposed project operations by excluding the project's truck/trailer/delivery van activity. A revised EIR must be prepared to include all truck/trailer/delivery van activity for quantified VMT analysis in accordance with the impact threshold. Appendix K2: VMT Analysis includes Table 3: Project Heavy Truck VMT "for informational purposes" only. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at the industrial buildings for work, they will conduct their jobs by driving truck/trailer/delivery vans across the region as part of the daily operations as a warehouse/parcel hub facility, which will drastically increase project-generated VMT. The project's truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. A revised EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity.

B-19

5.0 Other CEQA Considerations

5.1 Significant Irreversible Environmental Impacts and 5.2 Significant Irreversible Environmental Changes Which Would be Caused by the Project

The EIR relies upon erroneous Energy modeling to determine that the project will meet sustainability requirements. As noted above, the EIR did not model the project's energy consumption in compliance with Title 24 modeling software. Further, the EIR states here that "this commitment of resources would not be substantial and would be consistent with regional and local growth forecasts and development goals for the area." The EIR does not discuss the project's significant and unavoidable cumulatively considerable Air Quality (inconsistency with AQMP), Greenhouse Gas Emissions, Noise, and Transportation impacts or the project's required changes in land use designations (General Plan Amendment, Annexation, Prezone). The EIR must be revised to include a finding of significance due to the project's significant and unavoidable cumulatively considerable Air Quality, Greenhouse Gas Emissions, Noise, and Transportation impacts and direct contribution to climate change. B-20

The EIR does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts. As noted throughout this comment letter, the project represents a significant amount of growth in the City and in tandem with only two other recent industrial projects account for a significant amount of the City's employment growth over 29 years. The EIR must also include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. B-21

5.3 Growth Inducing Impacts

The EIR does not meaningfully discuss or analyze the project's required land use designation changes (General Plan Amendment, Annexation, Prezone) from residential to industrial and commercial. This increases the developable nonresidential area of the City without providing any information or analysis on the buildout conditions of the General Plan. The growth generated by the proposed project was not anticipated by the General Plan, RTP/SCS, or AQMP. A revised EIR must be prepared with a finding of significance. B-22

The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. For example, other recent industrial projects such as Portrero Logistics Center (771 employees) and Beaumont Summit Station Specific Plan (4,010 employees) combined with the proposed project will cumulatively generate 10,237 employees, which nearly double the City's employment growth forecast over 29 years with only three projects. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. The EIR must be revised to include this information for analysis and also include a cumulative development analysis of projects approved since 2016 and projects "in the pipeline" to determine if the proposed project B-23

exceeds the General Plan growth estimates and/or SCAG's growth forecasts.

B-23 (CONT.)

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

B-24

Sincerely,

Gary Ho
Blum, Collins & Ho LLP

Attachment: SWAPE Analysis from January 13, 2023

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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February 1, 2023

Gary Ho
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Subject: Comments on the Beaumont Pointe Specific Project (SCH No. 2020099007)

Dear Mr. Ho,

We have reviewed the December 2022 Draft Environmental Impact Report ("DEIR") for the Beaumont Pointe Specific Plan ("Project") located in the City of Beaumont ("City"). The Project proposes to construct a 246,000-square-feet ("SF") commercial building, a 125-room hotel, a 4,995,000-SF industrial building, and 124.7-acres of open space on the 539.9-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. A revised EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the Project may have on the environment.

B-25

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The DEIR concludes that the Project's construction-related and operational air quality emissions would be significant-and-unavoidable. Specifically, the DEIR estimates that the Project's construction-related VOC and NO_x emissions, as well as operational VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions would exceed the applicable South Coast Air Quality Management District thresholds (see excerpts below) (p. 4.3-38 – 4.3-39, Table 4.3-6; p. 4.3-39 – 4.3-41, Table 4.3-7).

B-26

Construction Emissions:

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2022	83.42	333.70	350.44	11.79	111.06	34.56
2023	68.37	338.50	362.45	2.53	110.93	35.61
2024	119.56	321.22	393.54	2.61	114.65	36.36
2025	64.96	99.97	132.05	0.44	31.30	10.66
2026	64.63	60.90	69.09	0.20	11.28	4.56
Maximum Daily Emissions	**120.39**	**338.50**	**416.97**	**11.79**	**114.65**	**36.36**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2022a, Table 3-6)

Operational Emissions:

Phase	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Total Maximum Daily Emissions (Phase 2)		**155.69**	**485.80**	**462.53**	**3.27**	**195.00**	**57.71**
South Coast AQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		**YES**	**YES**	**NO**	**NO**	**YES**	**YES**
Phase 3 (2027)	Area Source	123.16	0.02	1.73	1.30E-04	6.15E-03	6.15E-03
	Energy Source	1.61	14.65	12.31	0.09	1.11	1.11
	Mobile Source	52.49	455.28	551.67	3.36	234.68	67.53
	TRUs	0.88	9.97	13.03	0.00	0.08	0.07
	On-Site Equipment	1.81	14.50	13.46	0.06	0.56	0.51
Total Maximum Daily Emissions (Phase 3)		**179.96**	**494.43**	**592.19**	**3.51**	**236.44**	**69.23**
South Coast AQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: (Urban Crossroads, 2022a, Table 3-10)

As such, the DEIR concludes that the Project's construction and operation would be significant-and-unavoidable (p. 4.3-54 – 4.3-55). Specially, regarding the DEIR's construction-related air quality impact, the DEIR states:

> "The Project construction-source emissions have the potential to exceed South Coast AQMD regional thresholds for VOC and NO_x emissions prior to mitigation. After application of regulatory controls such as Rule 403, only VOCs and NO_x are anticipated to exceed South Coast AQMD regional thresholds. As shown in Table 4.3-11, Maximum Daily Peak Construction Emission Summary with Mitigation, with the implementation of Mitigation Measure MM 4.3-1,

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B-26 (CONT.)

Project construction-source emissions of VOCs would be reduced to less than significant levels. However, even after implementation of Mitigation Measure MM 4.3-2, NO_X emissions would still exceed applicable South Coast AQMD thresholds" (p. 4.3-54).

Furthermore, regarding the DEIR's operational air quality impact, the DEIR states:

> "The Project would exceed regional thresholds of significance established by the South Coast AQMD for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 1, the Project would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO_X. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$
>
> Even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above (see MM 4.3-3 through MM 4.3-12), the Project's operational NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions would exceed the applicable regional thresholds of significance. As such, Project operational-source NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions are considered significant and unavoidable" (p. 4.3-56).

B-26 (CONT.)

However, while we agree that the Project would result in significant air quality impacts, the DEIR's assertion that this impact is significant-and-unavoidable is incorrect. According to CEQA Guidelines § 15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."[1]

B-27

As such, the DEIR is required under CEQA to implement all feasible mitigation to reduce impacts to a less-than-significant level. However, the DEIR's claim that are "no additional feasible mitigation measures" is incorrect. While the DEIR implements MM Air 4.3-1 through MM 4.3-12, the DEIR fails to implement *all* feasible mitigation (p. 1-7 – 1-15). Therefore, the DEIR's conclusion that Project's air quality emissions would be significant-and-unavoidable is unsubstantiated. To reduce the Project's air quality impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." Thus, the Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

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[1] "Cal. Code Regs. tit. 14 § 15096." California Legislature, *available at:* https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-7-eir-process/section-15096-process-for-a-responsible-agency.

Diesel Particulate Matter Emissions Inadequately Evaluated

The DEIR concludes that the proposed Project would result in a less-than-significant health risk impact based on a quantified construction and mobile-source operational HRA, which is detailed in the Mobile Source Health Risk Assessment ("HRA Report") as Appendix B2 to the DEIR. Specifically, the HRA Report estimates that the maximum cancer risk posed to nearby, existing residential sensitive receptors associated with construction and operation would be 1.33 in one million, which would not exceed the SCAQMD significance threshold of 10 in one million (see excerpt below) (p. 3, Table ES-3).

B-29 (CONT.)

TABLE ES-3: SUMMARY OF COMBINED CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER HEALTH RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	1.33	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	NO

However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for two reasons.

B-30

First, the DEIR's construction and operational HRAs underestimate the Fraction of Time At Home ("FAH") values. Specifically, the HRAs utilize a FAH value of 0.85 for the third trimester (age -0.25 to 0) and infant (age 0 to 2) receptors, and an FAH value of 0.72 for the child receptors (age 2 to 16) (see excerpts below) (Appendix B2, p. 21, Table 2-4, Table 2-5).

TABLE 2-4: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (CONSTRUCTION ACTIVITY)

Age[2]	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	8
0 to 2	1,090	10	2	0.85	350	8
2 to 16	572	3	2.5	0.72	350	8

TABLE 2-5: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)

Age[3]	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1,090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24

B-30 (CONT.)

However, the FAH values used for the third trimester, infant, and childhood receptors are incorrect, as SCAQMD guidance clearly states:

> "For Tiers 1, 2, and 3 screening purposes, the FAH is assumed to be 1 for ages third trimester to 16. As a default, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the facility's emissions. People older than age 16 are assumed to spend only 73 percent of their time at home."[2]

As stated above, per SCAQMD guidance, the HRAs should have relied on an FAH value of 1 for the third trimester, infant, and child receptors. Thus, by utilizing incorrect FAH values, the DEIR underestimates the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction and operation.

Second, further review of the HRA Report demonstrates that the HRAs may fail to include Age Sensitivity Factors ("ASFs"). Regarding ASFs, OEHHA guidance states:

B-31

> "Studies have shown that young animals are more sensitive than adult animals to exposure to many carcinogens (OEHHA, 2009). Therefore, OEHHA developed age sensitivity factors (ASFs) to take into account the increased sensitivity to carcinogens during early-in-life exposure (Table 8.3). These factors were developed and described in detail in OEHHA (2009). In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2

[2] "Risk Assessment Procedures." SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

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years, and an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood."

However, while the HRA Report includes ASFs in their exposure assumption tables, the equation to produce carcinogenic risk estimates, as shown below, is incorrect and underestimated (p. 22).

RISKair = DOSEair x CPF x ED/AT

Where:

DOSEair	=	chronic daily intake (mg/kg/day)
CPF	=	cancer potency factor
ED	=	number of years within particular age group
AT	=	averaging time

Instead, the HRA Report should have used the following equation that includes ASFs:

$$Cancer\ Risk_{AIR} = Dose_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

Thus, by potentially failing to include ASF values in the carcinogenic risk estimate equation, the DEIR's HRAs underestimate the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction and operation. As such, a revised EIR should be prepared to include an updated analysis correctly accounting for ASF values.

B-31 (CONT.)

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR estimates that the Project would result in net annual greenhouse gas ("GHG") emissions of 60,638.09 metric tons of carbon dioxide equivalents per year ("MT CO_2e/year") (see excerpt below) (p. 4.8-61, Table 4.8-10).

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Table 4.8-10 2027 Project Buildout GHG Emissions with Mitigation

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	1,160.95	0.18	0.05	1,200.61
Area Source[a]	0.23	0.00	0.00	0.24
Energy Source[b]	5,155.53	0.22	0.07	5,183.39
Mobile Source[c]	48,209.87	1.27	5.45	49,865.32
TRU Source	-			236.63
On-Site Equipment Source	915.18	0.06	0.00	922.58
Waste Source	1,231.61	72.79	0.00	3,051.27
Water Usage Source[d]	138.82	1.19	0.03	178.05
Total CO_2e (All Sources)	**60,638.09**			

As such, the DEIR concludes that the Project would result in a significant-and-unavoidable GHG impact, stating:

> "No additional feasible mitigation measures are available that can reduce impacts to less than significant. 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" (p. 4.8-61).

B-32 (CONT.)

However, while we agree that the Project would result in a significant GHG impact, the DEIR's assertion that this impact is significant-and-unavoidable is incorrect. As previously discussed, according to CEQA Guidelines § 15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."

As indicated above, an impact can only be labeled as significant-and-unavoidable after all available, feasible mitigation is considered. Here, while the DEIR implements MM Air 4.3-1 through MM 4.3-12, the DEIR fails to implement *all* feasible mitigation (p. 1-7 – 1-15). Therefore, the DEIR's conclusion that the Project's GHG emissions would be significant-and-unavoidable is unsubstantiated. To reduce the Project's GHG impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." Thus, the Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

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Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and GHG impacts that should be mitigated further. As such, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in the California Department of Justice Warehouse Project Best Practices document.[3] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day. B-34
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge. B-35
- Limiting the amount of daily grading disturbance area. B-36
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area. B-37
- Forbidding idling of heavy equipment for more than three minutes. B-38
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications. B-39
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts. B-40
- Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030. B-41
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations. B-42
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use. B-43
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers. B-44
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible. B-45
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project. B-46
- Running conduit to designated locations for future electric truck charging stations. B-47
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, B-48

[3] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks. B-48 (CONT.)

- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability. B-49
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance) B-50
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations. B-51
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project. B-52
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air. B-53
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel. B-54
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. B-55
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. B-56
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. B-57
- Designing to LEED green building certification standards. B-58
- Providing meal options onsite or shuttles between the facility and nearby meal destinations. B-59
- Posting signs at every truck exit driveway providing directional information to the truck route. B-60
- Improving and maintaining vegetation and tree canopy for residents in and around the project area. B-61
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. B-62
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers. B-63

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. B-64

Furthermore, as it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045, we emphasize the applicability of incorporating solar power system into the Project design. Until the feasibility of incorporating on-site renewable energy production is considered, the Project should not be approved. B-65

A revised EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and GHG analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible. B-66

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties. B-67

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

Attachment A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

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public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

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(CONT.)

principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

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(CONT.)

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

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(CONT.)

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

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Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

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(CONT.)

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

Attachment B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

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Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

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(CONT.)

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

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Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

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Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

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(CONT.)

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

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James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

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In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

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In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

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In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

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In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

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(CONT.)

Responses to Comment B

Blum Collins & Ho, LLP on behalf of Golden State Environmental Justice Alliance, Gary Ho, dated February 8, 2023.

B-1 This comment consists of introductory remarks and identifies that the comments on the Draft EIR are being provided by Blum Collins & Ho, LLP on behalf of the Golden State Environmental Justice Alliance (GSEJA). GSEJA requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this Project. The statement of interest is acknowledged and the City will include GSEJA on the mailing list for future CEQA notices related to the Project.

B-2 This comment provides a general summary of the Project Description as provided in the Draft EIR. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

B-3 The commenter incorrectly states that the Beaumont Pointe Specific Plan document was not attached for public review. The draft Specific Plan was incorporated by reference in the EIR at p. 2-7. CEQA Guidelines section 15150(b) only requires that a document to be incorporated by reference be made available to the public for inspection. The draft Specific Plan was posted at the same time and in the same location as the Draft EIR and its technical appendices on the City's website and remained available for review throughout the DEIR public comment period, as was documented in the Notice of Availability for the Draft EIR, at: https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan. The EIR p. 2-6 also states that the Specific Plan is available on the City's website. Therefore, no further response is required.

B-4 The commenter refers to the attachments from the Soil / Water / Air Protection Enterprise (SWAPE) letter for a complete technical commentary and analysis. Comments related to potential environmental concerns in the SWAPE letter are responded below in the response to Comments B-25 to B-68. Thus, no further response is required.

B-5 The commenter summarizes existing air quality conditions within the census tract where the Project site is located using data obtained from the California Environmental Protection Agency (CalEnviroScreen 4.0). The commenter also notes that the Project site is located in proximity to several census tracts that are classified by the State of California as "disadvantaged communities" and states that air pollution from the Project represents an environmental justice issue.

Environmental justice is not a topic that is required to be evaluated or considered pursuant to CEQA Guidelines Sections 15120-15132 (Contents of Environmental Impact Reports). In addition, air quality impacts are not required to be assessed based on census tract locations. Notwithstanding, the air quality analysis contained in the Draft EIR demonstrates that the Project would not expose any sensitive receptor, which includes receptors located in disadvantaged communities, to substantial concentrations of localized criteria pollutants or diesel particulate matter source emissions. To the contrary, the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant (refer to Pages 4.3-42 to 4.3-48 of the Draft EIR).

B-6 The commenter states that the California Building Energy Code Compliance (CBECC) software is the State's only approved energy compliance software for non-residential buildings in compliance with Title 24. The commenter incorrectly states that CalEEMod-based modeling should not have been used to calculate the Project's potential impacts because it does not comply with 2022 Building Energy Efficiency Standards and underreports the Project's energy impacts and fuel consumption.

The Draft EIR and underlying technical studies correctly use CalEEMod to estimate energy demand based on average intensity factors for similar land use types based on the Project's site plan provided to the City for entitlement. Since the occupant(s) of the Project's buildings are unknown at this time, and information about the future building user's energy use is also not available at this time, it is appropriate to rely upon the CalEEMod default assumptions which have been derived by the California Air Pollution Control Officers Association (CAPCOA) based on survey data. There is no requirement in CEQA to show specific compliance with 2022 Building Energy Efficiency Standards based on conceptual building designs proposed at the entitlement stage of a project's approval process, but such compliance is a standard regulatory requirement. This will be a requirement pursuant to State law prior to issuance of each building permit and verified by the City's Building and Safety Department.

The commenter is correct that CBECC software is approved specifically for Title 24 compliance, which would be required to be used for any development project at the time of its physical building construction, which occurs approximately 12-18 months after entitlement. The compliance modeling software referenced by the commenter is used to confirm that a final building design, with detailed information included in its construction drawings, is Title 24 compliant. The proposed Project's final designs and construction drawings are not available at this time and are not typically prepared until after a proposed development project is approved/entitled.

B-7 The commenter incorrectly states that the Draft EIR should conclude that the Project would conflict with the goals of the Southern California Association of Governments' (SCAG) Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) due to the Project's significant and unavoidable impacts related to air quality, greenhouse gas emissions, noise and transportation (VMT) and provides Goal 5 as an example. The City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in job centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.

In addition, as stated in Section 4.8, *Greenhouse Gas Emissions*, Tables 4.8-5, 4.8-6, 4.8-7, and Pages 4.8-60 and -61, of the Draft EIR, the Project would not conflict with Connect SoCal Goal 5, Reduce greenhouse gas emissions and improve air quality, because impacts to air quality would be reduced to the maximum extent feasible through the implementation of Mitigation Measures 4.3-1 through 4.3-12 and Project Design Features, which include limiting truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, and EV charging stations.

Additionally, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the County of Riverside Climate Action Plan (CAP) requirement by achieving 581 points, which is significantly more than the required minimum of 100 points to determine consistency. Furthermore, as demonstrated in Table 4.8-5 of the Draft EIR, the Project would not conflict with the City's Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. Although the Project would exceed the City's GHG significance threshold of 3,000 MTCO2e per year, all feasible mitigation measures, including PDFs, have been included to reduce GHG impacts. Specifically, Mitigation Measures 4.3-3 through 4.3-13 relating to air quality would also reduce GHG impacts and Mitigation Measure 4.8-1 requires verification that the Project would achieve 581 points from the County CAP Screening Table for GHG Implementation Measures.

Therefore, the Project would not conflict with SCAG's Connect SoCal. Nevertheless, inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. Therefore, no revisions to the Draft EIR are required.

B-8 The commenter incorrectly states that there is no discussion or analysis regarding the proposed General Plan Amendment (GPA) and Zone Change required for the Project and incomplete consistency analysis of the proposed Project and General Plan goals and policies.

Details regarding the GPA and Zone Change are discussed in Section 3.0, *Project Description*, of the Draft EIR (refer to Page 3-8), Additionally, the Project's consistency with the City's General Plan and zoning is provided in Section 4.10, *Land Use and Planning*, of the Draft EIR (refer to Pages 4.11-9 to 4.11-39). As discussed, although the Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or reducing an environmental effect. Moreover, since the Project site is within the City's SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the site. The City's approval and implementation of Pre-Zone PLAN2019-0283 would ensure that the Project would be consistent with the proposed General Plan land use designation and zoning regulations identified in the Specific Plan. Therefore, the Project would be consistent with the City's General Plan and zoning and no revision to the Draft EIR is required.

B-9 The commenter states that the Draft EIR did not provide a consistency analysis for all applicable General Plan goals, policies, and programs. The comment lists a total of 13 goals and policies that should be added to the Draft EIR.

In numerous instances, CEQA case law has held that a project's consistency with a General Plan is not an environmental consideration and does not need to be addressed in a CEQA document (See, e.g., *North Coast Rivers Alliance et al. v. Marin Municipal Water District* (2013) 216 Cal.App.4th 614, 633; *City of Long Beach v. Los Angeles Unified Sch. Dist.*, (2009) 176 Cal. App. 4th 889, 919). What a CEQA document must address is whether the Project would conflict with the General Plan in such a way that it would result in an environmental effect. In the absence of a planning inconsistency that results in an environmental effect, it is adequate to state that no conflict would occur, which was done in the Draft EIR. Separately, as

a matter of consistency with City planning documents, the City is required to determine whether the Project is consistent its General Plan, which will be provided in a staff report to the decision makers (Planning Commission and City Council). The commenter does not provide any evidence that the Project would result in an environmental effect due to a conflict with the City's General Plan. Notwithstanding, the reasoning for why each goal and policy was not included are as follows:

- *Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices. Policy 3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.*

  As discussed in Section 4.11, *Land Use and Planning*, of the Draft EIR, the land use regulations for the Project site are currently under the jurisdiction of Riverside County and set forth in the Pass Area Plan with a designation of Rural Mountainous. The Project site is located in the City's Sphere of Influence and is designated in the City's General Plan as Rural Residential 1 (refer to Pages 4.11-2 to 4.11-3). Even though the City's General Plan designates the Project site as residential, the Project site is governed by the County of Riverside General Plan unless the Project site is annexed into the City. Additionally, the Project site has not been zoned or pre-zoned by the City and there is currently no allowed development at the Project site. Without zoning and annexation, the property cannot be determined to have an allowable residential use under City planning and regulation at any level. Therefore, Goal 3.3 and Policy 3.3.1 are not applicable to the Project and no revision to the Draft EIR is required.

- *Policy 3.3.9: Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties. Policy 3.4.5: Focus economic development efforts on attracting high paying jobs to the City.*

  Policies 3.3.9 and 3.4.5 are not applicable to the Project since these policies do not mitigate an environmental effect. Thus, no further response is required.

- *Policy 3.8.4: Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.*

  Policy 3.8.4 is not applicable to the Project since these policies do not mitigate an environmental effect. Nevertheless, the Project does propose 30.2 acres of General Commercial uses designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail (refer to Page 3-9 of the Draft EIR), which is consistent with health-promoting uses. The Project does not propose uses including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens. Therefore, no revision to the Draft EIR is required.

- *Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible. Policy: 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.*

  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)). Moreover, vehicle congestion is not a CEQA issue as it pertains to LOS. Therefore, Policies 4.1.1 and 4.1.2 are not applicable to the Project and no revision to the Draft EIR is required.

Table 1-4 of the Traffic Analysis (*Attachment C* of this Final EIR) has identified improvements needed to maintain LOS D or better on City streets. As discussed in Section 4.17, *Transportation*, Table 4.17-1 of the Draft EIR, 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 include the following improvements to accommodate site access and maintain acceptable peak hour operations: install a traffic signal, and construct southbound left turn lane with a minimum of 200-feet of storage and a right turn lane, an eastbound left turn lane with a minimum of 100-feet of storage and a through lane, and westbound through lane and a right turn lane with a minimum of 100-feet of storage at the intersection of Jack Rabbit Trail & 4th Street; construct an eastbound shared left-through lane and stripe the southbound right turn lane at the intersection of Potrero Boulevard and 4th Street; construct 4th Street at its ultimate full-width as a Modified Secondary (78-foot right-of-way) from the western Project boundary to Jack Rabbit Trail and with a minimum of one lane of travel in each direction from Jack Rabbit Trail to Potrero Boulevard consistent with City standards. Therefore, the Project would not conflict with General Plan Policies 4.1.1 and 4.1.2.

- *Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.*

  Goal 4.6 and Policies 4.6.1 and 4.6.2 are included in Table 4.17-1 of the Draft EIR (refer to Page 4.17-14). Therefore, no revision to the Draft EIR is required. As described in the Draft EIR:

  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 4th Street through an industrial area to the east. Interim regional access to the Project site is available from the SR-60 Freeway via Western Knolls and Veile Avenue/6th Street interchanges and the I-10 Freeway via the Oak Valley Parkway and Beaumont Avenue interchanges. Once the Potrero Boulevard interchange is constructed, regional access to the Project site would be available from the SR-60 Freeway/Potrero Boulevard and I-10 Freeway/Oak Valley Parkway interchanges. 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 EIR Section 4.11, *Land Use and Planning*. 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 an existing single-family residence located approximately 483 feet south of the Project site's southernmost boundary. Other residential uses are located north across Frontage Road (1,253 feet) and beyond SR-60. However, the Project would not restrict access to or from the existing residence; the Project would provide private residential access on-site to the existing residence, cars and trucks will not pass by this residence under the proposed roadway plan. Truck trips would be routed through an industrial area to the SR-60 and I-10 and would not pass by sensitive areas. Based on these restrictions, the Project would not conflict with General Plan Policy 4.6.2.

- *Policy 5.1.4: Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.*

  The vicinity of the Project site is served by Pass Transit with bus services along 6th Street, California Avenue, and Beaumont Avenue via Route 3 and Route 4. Riverside Transit Agency (RTA) Route 34 and Route 210 run along SR-60, but do not provide bus service/stops within the Project site vicinity. Currently, the Project site is vacant and there are no existing transit routes that serve the site. Transit service is reviewed and updated by Pass Transit and RTA 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. Therefore, Policy 5.1.4 is not applicable to the Project because the City and transit agencies can make adjustments to transit based on business and employment center locations. The Project does not conflict with this policy and no revision to the Draft EIR is required.

- *Goal 6.1: A City that improves the overall health and welfare of its residents.*

  Goal 6.1 is directive to the City and would not apply to the threshold of whether a Project would 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, Goal 6.1 is not applicable to the Project and no revision to the Draft EIR is required.

- *Policy 6.4.1: Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers 'markets, and community gardens, particularly in communities with low incomes and low access.*

  Policy 6.4.1 is directive to the City to ensure convenient access to affordable, fresh produce and healthy foods and would not apply to the threshold of whether a Project would 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, Policy 6.4.1 is not applicable to the Project and no revision to the Draft EIR is required.

- *Policy 6.4.3: Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child sensitive areas, such as schools, parks, and childcare facilities.*

  The Project does not propose uses such fast food and liquor stores and there are no child sensitive areas or a significant concentration of stores within close proximity to the Project site. Policy 6.4.3 would not apply to the threshold of whether a Project would 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, Policy 6.4.3 is not applicable to the Project and no revision to the Draft EIR is required.

- *Policy 6.5.5: Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.*

  The City has not pre-zoned the Project site for residential uses, and the County zoning for the Project site is not relevant to land uses once the site is annexed into the City. The Project does not propose the development of housing. Therefore, Policy 6.5.5 is not applicable to the Project and no revision to the Draft EIR is required.

- *Policy 6.5.8: Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.*

  Policy 6.5.8 is not applicable to the Project since it does not mitigate an environmental effect. Nevertheless, the Project does propose 30.2 acres of General Commercial uses designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail (refer to Page 3-9 of the Draft EIR), which is consistent with health-promoting uses. The Project does not propose uses including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens. Therefore, no revision to the Draft EIR is required.

B-10 The commenter incorrectly states that the Land Use and Planning analysis of the Draft EIR omits discussion to the 2016 Air Quality Management Plan and Greenhouse Gas Emissions reduction goals for 2030 and 2050. The 2016 Air Quality Management Plan and Greenhouse Gas Emissions reduction goals are discussed in Section 4.3. *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, of the Draft EIR, respectively.

B-11 The commenter incorrectly states that the Project is inconsistent with SCAG's Connect SoCal Goals 5, 6, and 7 due to the Project's error in modeling and significant and unavoidable impacts related to air quality, greenhouse gas emissions, noise and transportation (VMT). Goal 5 of the SCAG's Connect SoCal is to reduce greenhouse gas emissions and improve air quality. Refer to response to Comment B-7 for the Project's consistency with Goal 5.

Goal 6 of the SCAG's Connect SoCal is to support healthy and equitable communities. As discussed in the Draft EIR under Threshold c in Section 4.2 (starting on Page 4.3-42), (1) the Project's localized construction and operational emissions would not exceed the South Coast AQMD localized significance thresholds; (2) based on the Project-specific mobile source health risk assessment (HRA) (*Technical Appendix B2* of the Draft EIR), the Project would not

result in significant health impacts due to diesel particulate matter (DPM) emissions; and (3) the Project would not cause or contribute to any CO "hot spots". Therefore, the Project is consistent with Goal 6 of the SCAG's Connect SoCal, and no revisions to the Draft EIR are required.

Goal 7 of the SCAG's Connect SoCal is to adapt to a changing climate and support an integrated regional development. As stated in Section 4.10, *Land Use and Planning*, of the Draft EIR (refer to Pages 4.8-42 and 4.8-43), the Project is consistent with this goal since the Project would develop the Project site that has been historically vacant and undeveloped, with industrial and commercial buildings that would diversify 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 City and reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Moreover, Connect SoCal identifies the City and surrounding area as a center for job growth. 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). Therefore, the Project is consistent with Goal 7 of the SCAG's Connect SoCal, and no revisions to the Draft EIR are required.

As such, the Draft EIR provided ample information about the Project's impacts for informed decision-making. Last, inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. (See *Orinda Ass'n v. Board of Supervisors (1986) 182 Cal.App.3d 1145.*) In this case, the underlying environmental impacts regarding Project consistency with the AQMP and statewide GHG reductions goals are already disclosed in Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, of the Draft EIR respectively. Moreover, under the Supreme Court's decision in *Center for Biological Diversity v. Cal. Dept. Fish and Wildlife* (2015) 62 Cal.4th 204, the use of statewide GHG reduction goals as the basis for determining project impacts on the significance of GHG emissions is no longer allowed, and consistency with localized GHG reduction plans or numeric thresholds of significance are identified as the basis for determining the significance of GHG emissions.

B-12 The commenter incorrectly states that the Project is inconsistent with the statutory requirements of the Housing Crisis Act/Senate Bill (SB) 330 and provides a summary of Government Code Section 66300(b)(1)(A). Refer to response to Comment B-13 for a detailed discussion on why the Project is not subject to SB 330. Contrary to the commenter's statement, the Draft EIR does not need to be revised to include a finding of significance. Thus, no further response is required.

B-13 The commenter incorrectly states that the Project would result in a net loss of 383 dwelling units in violation of SB 330 due to land uses changes required to implement the Project. The Project site is not subject to SB 330 since it is currently regulated by Riverside County, outside of the City's jurisdiction. This area of the County is not subject to SB330 as it is outside of the urbanized area. The land use regulations for the Project site are currently under the jurisdiction of Riverside County and set forth in the Pass Area Plan with a designation of Rural Mountainous. Although the Project site is located in the City's sphere of influence, the City

has no ability to zone the property (it can only prezone) and therefore cannot regulate uses within its sphere of influence.

Even if the City is considered an "affected City" with respect to land in its sphere of influence, residential uses are not an "allowed use" [1] on the Project site due to the following reasons: (1) The Project site has not been zoned or pre-zoned by the City so there is no allowed development by the City at the Project site. Without zoning and annexation, the property cannot be determined to have an allowable use under City planning and regulation at any level. As such, any modification to the general plan of the City would not increase or reduce allowed residential land use. (2) The Project site was not subject to SB 330 as of the benchmark date of January 1, 2018 and therefore should be excluded from the City's analysis.[2]

Moreover, Government Code Section 66300(f)(4) specifically provides that the no net loss provisions of SB 330 do not apply to housing projects in Very High Fire Hazard Severity Zones (VHFHSZ) in local responsibility areas (LRAs).[3] Upon annexation into the City (which is a prerequisite to allowing development under the City Code), the Project site will be within the City's LRA and no longer under the state responsibility area (SRA). As shown in Figure 4.20-3, *Fire Hazard Severity Zones*, of the Draft EIR, slightly more than half of the Project site is within a VHFHSZ under the SRA. Any housing project constructed in a VHFHSZ would not be subject to the provisions of SB 330. Even if subject to SB 330, units in the portions of the Project site with the Very High Fire Severity designation would be excluded from application of SB 330 and would not need to be accounted for elsewhere. There is a clear presumption in the SB 330 text against construction of housing in VHFHSZ. In light of numerous recent wildfires, the City could determine that construction of housing on the Project site or portions thereof would be inconsistent with State and City public policy with respect to public health and safety.

Based on the preceding analysis, the Project site is not subjected to SB 330 and no revisions to the Draft EIR are required.

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[1] The no residential loss land use provisions of SB 330, codified at Govt. Code Section 66300, apply "with respect to land where housing is an allowable use" Govt. Code Section 66300(b)(1).

[2] Govt Code Section 66300(b) (1) states: "Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected county or an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as ***in effect on January 1, 2018,*** except as otherwise provided in clause (ii) of subparagraph (B). For purposes of this subparagraph, "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing."

[3] Govt. Code Section 66300(f)(4) states: "This section shall not apply to a housing development project located within a very high fire hazard severity zone. For purposes of this paragraph, "very high fire hazard severity zone" has the same meaning as provided in Section 51177." Section 51177 addresses LRAs.

B-14 The commenter incorrectly states that deferring the identification of replacement sites to a later date is project piecemealing in violation of CEQA. As concluded under response to Comment B-13, the Project site is not subjected to SB 330 and, therefore, is not required to identify the replacement of housing sites. Thus, no revisions to the Draft EIR are required.

B-15 The commenter incorrectly states that the projected employment growth from the Project represents a significant amount of growth based on SCAG's projections from 2016-2045. The key question in determining whether a project would result in a significant impact to population and housing is whether the project would induce substantial unplanned population growth in the area.

As discussed in Section 4.14, *Population and Housing*, the City's December 2020 Updated General Plan contains newer projections than SCAG used. The Updated General Plan forecasted that the City would provide 21,497 jobs within the City limits (exceeding SCAG forecasts) and 16,727 jobs within the Sphere of Influence (SOI), totaling 38,224 jobs within the City and its SOI by 2040. As shown in Table 4.14-4, *Estimated Population and Housing Growth in Beaumont with Project*, the Project would be within the anticipated business growth projections of the City and would contribute new employment to a housing-rich area, resulting in an improved and balanced job-housing ratio (refer to Page 4.14-9). Therefore, no revisions to the Draft EIR are required.

Furthermore, it is anticipated that the 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). 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 residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,090,800 persons with more than 1,931,500 people employed and an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021). 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 (refer to Page 4.14-8).

B-16 The commenter incorrectly states that the Draft EIR needs to be revised to include cumulative development analysis of projects approved since 2016 and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates and/or SCAG's growth forecasts. As discussed in Section 4.14, *Population and Housing*, the Project's cumulative analysis includes a list of related projects that were prepared through consultation with planning and engineering staff from the City of Beaumont. As shown in Table 4.14-5, *Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont*, the projected population, housing units, and employment growth generated by the Project and related projects would be within the anticipated growth for the City under the City's General Plan growth projections (refer to Page 4.14-11). Additionally, the City's General Plan growth projection, as analyzed in the City's General Plan EIR, assumes buildout of all vacant land within the City and its SOI, which provides a cumulative analysis of the Project in addition to potential projects that will be built in the future. Therefore, the Project would not result in cumulative impacts related to population and housing and no revisions to the Draft EIR are required.

B-17 The commenter states that the EIR provides uncertain language by stating "91% 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," without providing specific information regarding the type of employment commuter residents qualify for or the quantity of housing units that are in development. The statement is from the Beaumont General Plan 2040 Program Draft EIR, Section 5.13, Population and Housing. Pursuant to the commenter's request, this citation has been added to Page 4.14-4 of the Draft EIR.

Additionally, the commenter incorrectly states that (1) the EIR relies upon the entire unemployed workforce of the metropolitan Riverside-San Bernardino Ontario region to fill the project's jobs and (2) relying upon the entire workforce population of the metropolitan Riverside-San Bernardino-Ontario region would increase VMT per employee and GHG emissions due to longer worker trip distances.

The commenter is conflating the Draft EIRs description of the availability of workforce in the area for purposes evaluating impacts to population and housing with worker commute VMT distances. As shown on Pages 4.14-8 through 4.18-9 of the Draft EIR, there is an ample supply of available workers within the City and the immediately surrounding area, and the Project would be within the anticipated growth projections contributing to an improved jobs-housing ratio.

The commenter does not present evidence to suggest that the VMT analysis (*Technical Appendix K2* to the Draft EIR) which relies on the Riverside County Travel Demand Model inaccurately accounts for commute trips. The Riverside County Travel Demand Model is based on socio-economic data and considers the interaction of population, households, and employment between different land uses. Additionally, the City's required VMT metric of VMT per service population uses origin-destination methodology for all trips by all trip purposes, not only commute trips by employees only. Therefore, no revisions to the Draft EIR are required.

B-18 The commenter states that the Draft EIR has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering and emergency access vehicles. As part of the EIR process, projects are required to comply with all design standards. These include roadway street sections, ADA requirements, driveway standards, truck turns and emergency vehicle access requirements to name a few. Since the final site plan and buildings for each parcel are not determined at this stage, detailed truck turns will be prepared during the entitlement of each parcel to ensure final design meets all City requirements. All roadway striping, driveway design and location, ADA access, on-site/off-site truck turns and emergency vehicle access and turning movements will be developed to ensure all design elements result in a safe final design for each parcel and public roadways and will comply with applicable requirements. Therefore, no revisions to the Draft EIR are required.

Furthermore, the Beaumont Pointe Specific Plan, Section 4.4, Supplemental Guidelines for Industrial Uses, sets forth additional guidelines to address the design of building sites and considerations unique to all permitted uses within the Industrial land uses. Specifically, Section 4.4(3) states:

Site design shall specifically address the needs of pick-up, delivery, and service vehicles related to Industrial.

a. Design interior driveways and drive aisles to provide adequate stacking and prevent queuing of vehicles on public streets.

b. Locate and design service entrances so they do not interfere with owner/tenant/customer access.

c. Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.

d. Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.

e. Vehicle loading/unloading when parked, shall not impede normal traffic flow.

With the requirements of the Specific Plan, future development with be required to provide adequate vehicle access, turning movements, and queuing.

B-19 The commenter states that the Draft EIR has underreported the quantity VMT generated by Project operations by excluding the Project's truck/trailer/delivery van activity. The Project's VMT analysis (*Technical Appendix K2* to the Draft EIR) was developed based on the City of Beaumont's adopted Resolution No. 2020-20 "Vehicle Miles Traveled" Thresholds of Significance for Purposes of Analyzing Transportation Impacts under the California Environmental Quality Act (June 16, 2020) (City Guidelines), which was developed based on OPR's Technical Advisory on Evaluation Transportation Impacts in CEQA (OPR, December 2018). The City Guidelines require analyses to use methodology that include all trips by all trip purposes (i.e., passenger cars, delivery vans, and trucks). The VMT analysis has quantified all of the Project's truck/trailer and delivery van activity.

The OPR Technical Advisory was prepared to assist lead agencies in compliance with SB 743's new framework. As an initial point, CEQA Guidelines Section 15064.3(a) defines VMT as "the amount and distance of automobile travel attributable to a project." CEQA Guidelines Section 15064.3(a) focusses on "automobile travel." The OPR Technical Advisory states that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. It does not include heavy-duty trucks, semi-trailers, construction equipment, or other commercial-type vehicles. Therefore, the Project Heavy Truck VMT was presented in Table 3 of the VMT analysis (*Technical Appendix K2* of the Draft EIR) to identify and disclose any heavy-truck activity related project VMT. However, this was prepared for information purposes to disclose VMT of heavy trucks.

The issue is best concisely summarized by the County of Santa Barbara: "As a result, the VMT criteria and thresholds in the CEQA Guidelines and this chapter related to employment generating uses do not apply to those components of proposed projects that involve commercial vehicles. However, the VMT criteria and thresholds would apply to those components that involve passenger vehicles. For example, a proposed oil production or agricultural processing facility may involve significant numbers of commercial trucks and semi-trailers that would haul supplies and products to and from the facility. The project may also involve employees and others who would travel to and from the facility in passenger vehicles. In this case, the VMT analysis would not address potential VMT generated by the commercial trucks and semi-trailers and, therefore, would not consider such VMT a significant transportation impact. Rather, the VMT analysis would focus on VMT generated by passenger vehicles traveling to and from the facility."[4]

As confirmed by other lead agencies, "OPR has clarified in the Technical Advisory and recent informational presentations that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT."[5]; see also "[a]s such, VMT analysis of truck trips is not a prescribed method to assess [a]projects' transportation impacts under CEQA."[6]

OPR Guidance focuses on the reduction of automobile (i.e., cars and light duty trucks) to address CARB's GHG emission reduction targets from cars and light duty trucks. CEQA Guidelines section 15064.3 limits VMT to "automobile travel." The OPR Guidance states that "the term `automobile' travel refers to on road passenger vehicles, specifically cars and light trucks." The potential mitigation measures proposed by OPR indicate that VMT analyzes mileage for commuting to jobs. The OPR Technical Advisory lists a whole host of "potential measures to reduce vehicle miles traveled." None of them refer to measures which could reduce vehicle miles of a heavy-duty truck (and are all focused on employee trips), as follows:

- Improve or increase access to transit.

[4]http://www.countyofsb.org/uploadedFiles/plndev/Content/Projects/FINAL%20Ch.%2018%20Environmental%20Thresholds%20Update.pdf
[5]https://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/JVR/DEIR/Chapters/JVR%20DEIR%203.1.7%20Transportation.pdf
[6] https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2020/june-30--2020---vehicle-miles-traveled--vmt--standards-for-development-review

- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Nonetheless, heavy-truck trips have been calculated within the traffic study for modeling convenience and in order to account for other potential environmental impacts related to trucks/goods movement, such as air quality and GHG emissions and noise, which have been considered and analyzed throughout the Draft EIR, specifically Sections 4.3, *Air Quality*, 4.8,

Greenhouse Gas Emissions, and 4.13, *Noise*. Therefore, no revisions to the Draft EIR are required.

B-20 The commenter incorrectly states that Section 5.0 of the Draft EIR did not include a finding of significance due to the Project's significant and unavoidable cumulatively considerable air quality, greenhouse gas emissions, noise, and transportation impacts and direct contribution to climate change. Refer to response to Comment B-6 for the discussion regarding Title 24 modeling software. Contrary to the commenter's assertion, Section 5.1 of the Draft EIR discloses the Project's significant environmental effects related to air quality, greenhouse gas emissions, noise, and transportation (refer to Pages 5-1 to 5-4). Additionally, details of the Project's required changes in land use designations (General Plan Amendment, Annexation, Prezone) are discussed throughout the Draft EIR (refer to Pages 3-8, 4.11-9, and 4.11-39). Therefore, no revisions to the Draft EIR are required.

B-21 The commenter incorrectly states that the Draft EIR does not adequately discuss or and analyze the commitment of resources and is not consistent with regional and local growth forecasts. Refer to response to Comments B-15 and B-16 for a detailed discussion on the Project's cumulative analysis and its consistency with regional and local growth forecasts. Additionally, cumulative analysis related to each environmental topic is provided within each section of the Draft EIR. Therefore, no revisions to the Draft EIR are required.

B-22 The commenter incorrectly states that the Draft EIR does not meaningfully discuss or analyze the Project's required land use designation changes (General Plan Amendment, Annexation, Prezone) from residential to industrial and commercial in the discussion of growth inducing impacts. As discussed in Section 5.0, *Other CEQA Considerations*, of the Draft EIR, the Project's required land use designation changes are limited to the Project site's boundaries and do not include any components that would indirectly affect existing or planned uses on neighboring properties. The development of the proposed commercial, industrial, and open space uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties. Infrastructure additions are limited to those needed for the Project or already planned, and the Project would not result in the need to expand any public services to maintain levels of service. Moreover, 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, as the Project's proposed 5,456 total jobs represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. These jobs were within the City's growth forecast and will contribute to an improved job-housing ratio. Accordingly, the Project would not directly promote growth either at the Project site, at the adjacent and surrounding properties, or within the City that were not accounted for in the City's General Plan. Therefore, no revisions to the Draft EIR are required.

B-23 The commenter incorrectly states that the Draft EIR has not provided an adequate or accurate cumulative analysis discussion to demonstrate the impact of the Project in a cumulative setting. Refer to response to Comment B-16 for a detailed discussion of the Project's cumulative analysis and its consistency with the City's General Plan growth projections.

B-24 This comment provides conclusionary remarks. The City acknowledges the statement of interest and will include GSEJA on the mailing list for future CEQA notices related to the Project. No further response is required.

B-25 The commenter summarizes the Project description and incorrectly claims that the Draft EIR's air quality, health risk, and greenhouse gas impacts are underestimated and request preparation of an updated EIR based on subsequent comments. This is a summary of the detailed comments provided in the body of the commenter letter, which are responded to the in following responses to Comments B-26 through B-68. Thus, no further response is required.

B-26 The commenter correctly summarizes sections of the Draft EIR related to construction and operational air quality impacts. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

B-27 The commenter states that the Draft EIR fails to implement all feasible mitigations based on the subsequent comments and that Project's conclusion that air quality impacts would be significant-and-unavoidable is unsubstantiated. In addition, the commenter relies on CEQA Guidelines Section 15096 which applies to responsible agencies and is inapplicable. Refer to response to Comments B-34 to B-63 for a detailed discussion of the suggested mitigation measures. Thus, no further response is required.

B-28 The commenter further refers to the list of additional feasible mitigation measures provided in the subsequent portion of the letter. Refer to response to Comments B-34 to B-63 for a detailed discussion on the suggested mitigation measures. Thus, no further response is required.

B-29 The commenter correctly summarizes the Project's health risk impacts and that these impacts would not exceed the South Coast AQMD significance threshold of 10 in one million and would be less than significant. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

B-30 In response to the first issue raised in this comment asserting that the fraction of time at home (FAH) values relied upon by the Draft EIR's Health Risk Assessment (HRA) are inconsistent with those recommended by the South Coast AQMD. South Coast AQMD recommends using Office Of Environmental Health Hazard Assessment (OEHHA) guidance. The HRA followed South Coast AQMD-approved and OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments (February 2015).[7] The time at home factors used in the assessment are consistent with OEHHA-recommended factors and, therefore, follow South Coast AQMD recommended guidance.

B-31 The commenter incorrectly states that Age Sensitivity Factors (ASF) were omitted from the analysis. As noted on Page 20 of *Technical Appendix B2*, of the Draft EIR, and illustrated on Tables 2-4 through 2-6, the "Age Specific Factor" is clearly identified. Furthermore, the Risk Calculations contained in Appendix 2.4 of the Health Risk Assessment (*Technical Appendix B2*, of the Draft EIR), shows the quantification of carcinogenic risk and noncarcinogenic

[7] https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

hazards based on each ASF scenario. As shown, the ASFs were appropriately included in the analysis. The analysis uses the same equation proposed by the commenter; however, a simplified version of this formula is presented in the Health Risk Assessment (refer to Section 2.5 of *Technical Appendix B2* of the Draft EIR).

B-32 The commenter summarizes the Project's greenhouse gas emissions conclusion, restating data presented in the Draft EIR that the Project would exceed the City's threshold of 3,000 MT CO_2e/year. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

B-33 The commenter relies on CEQA Guidelines section 15096 which applies to responsible agencies and is inapplicable. The commenter states that the Draft EIR fails to implement all feasible mitigations based on the subsequent comments and that Project's conclusion that greenhouse emissions would be significant-and-unavoidable is unsubstantiated. The commenter further refers to the list of additional feasible mitigation measures provided in the subsequent portion of the letter. Refer to responses to Comments B-34 to B-63 for a detailed discussion of the suggested mitigation measures. In addition, the commenter assumes, without support, that implementation of its suggested mitigation measures would result in less than significant GHG emissions. No further response is required.

B-34 The commenter recommends consideration of measures (identified below) found in the Department of Justice Warehouse Project Best Practices document be included in the Draft EIR. The commenter requests prohibition of off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day. Mitigation Measure MM 4.3-2 in the Draft EIR requires that all 50-horsepower or greater diesel-powered equipment shall comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent. Tier 4 compliant engines significantly reduce emissions of particulate matter (PM) and oxides of nitrogen (NO_X) to near zero levels. Furthermore, construction activities are only permitted between the hours of 7:00 a.m. and 6:00 p.m. In addition, construction workers take time off for lunch and breaks. Thus, the City determines that additional mitigation is not warranted.

B-35 The commenter requests designation of an area in the construction site where electric-powered construction vehicles and equipment can charge. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-13 Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Southern California Edison (SCE). If SCE will not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in Mitigation Measure MM 4.3-14), the establishment of a temporary electric charging area also will not

be required. If electric powered equipment is in the contractor(s) equipment fleet, and SCE approval is secured, the temporary charging location is required to be established upon issuance of grading permits and building permits.

MM 4.3-14 If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the Project's construction requirements during the building construction, paving, and architectural coating phases of Project construction, such equipment shall be used during Project construction. This requirement shall be noted on plans submitted for building permit issuance.

B-36 The commenter requests mitigation to limit the amount of daily grading disturbance area but does not provide an exact quantity. The construction analysis included extremely conservative assumptions on the amount of acres that could be actively graded per day to provide a worst case analysis of air quality impacts. Specifically, grading activities assumed 60 acres per day could be actively disturbed during grading for Phase 1, 33 acres for Phase 2, and 25 acres for Phase 3. Additionally, limiting the amount of grading per day will not change the overall amount of grading required for the Project, which would result in the same overall impact. Therefore, the Draft EIR made reasonable assumptions based on equipment and schedule and disclosed the maximum emissions per day, therefore, no further mitigation is required.

B-37 The commenter requests mitigation to prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.

Table 4.3-9, *Localized Significant Summary - Construction*, of the Draft EIR, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. For analytical purposes, emissions associated with peak grading activities are considered for purposes of LSTs since these phases represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown, Project-related construction emissions would not exceed the applicable South Coast AQMD LSTs for CO, NOX, PM10, or PM2.5 at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from construction of the Project would result in less than significant impacts.

Furthermore, the land use with the greatest potential exposure to Project construction DPM source emissions is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. At this location, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.47 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 health risks were estimated to be $\leq$ 0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to people in 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 maximally exposed individual receptor due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations (refer to Pages 4.3-42 to 4.3-43 of the Draft EIR).

Lastly, with respect to the request to limit activities if the Air Quality Index (AQI) exceeds 100, it should be noted that pursuant to EPA documentation,[8] an AQI of over 100 is generally correlated when the ambient air quality standards are exceeded. Further, AQI is monitored at a regional level and not necessarily representative of local conditions that would occur adjacent to the Project site – which is important for determining local construction impacts. As noted above, the Project does not exceed any of the applicable ambient air quality standards during construction activity as evidenced by the modeling conducted in support of the LST analysis.

Because the Project would not result in a significant health risk to sensitive receptors during construction, there is no need to limit grading activities. Thus, the City determines that additional mitigation is not warranted.

B-38 The commenter requests mitigation to forbid idling of heavy equipment for more than three minutes. As discussed in Section 4.6, *Energy*, of the Draft EIR, CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment or potential additional pollutants generated by starting equipment as opposed to idling. Best Available Control Measure (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints (refer to Page 4.6-25 of the Draft EIR). However, pursuant to the commenter's request PDF 8-5 and MM 4.3-4 has been modified to reduce idling time from five minutes to three minutes, as shown below. The revised PDF and mitigation measure further support the conclusions in the Draft EIR and are not evidence of a new or greater impact not previously disclosed.

PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 ~~5~~ minutes while on site in exceedance of the City of Beaumont Idling Ordinance.

MM 4.3-4 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 three (3) ~~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

[8] https://www.airnow.gov/sites/default/files/2020-05/aqi-technical-assistance-document-sept2018.pdf

occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

B-39 The commenter requests that the Contractor keep a record of all equipment maintenance and data sheets, including design specifications and emission control tier classifications; and furnish such list to the lead agency or other regulators upon request. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-15 Project construction contractors shall maintain records of all off-road diesel construction equipment associated with Project construction to document that each off-road diesel construction equipment used meets emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Beaumont staff or their designee.

B-40 The commenter requests the requirement of on-site inspections to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-16 During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

B-41 The commenter suggests requiring that all heavy-duty vehicles engaged in drayage to or from the project site to be zero emission beginning in 2030. At present, requiring zero-emission vehicles is economically and technologically infeasible; also, such vehicles are not available on a large enough scale to be relied upon. In a report titled "Transitioning to Zero-Emission Heavy-Duty Freight Vehicles," the International Council on Clean Transportation (ICCT) provides an overview of advancing technologies (ICCT, September 2017).[9] The ICCT reports that although the technology is advancing and although at some point in the distant future non-diesel technology will likely be used in mass to power freight movement, "zero-emission vehicle technologies do present considerable challenges. They have a combination of near- and long-term barriers, issues, and questions that will have to be addressed before they can become widespread replacements for conventional trucks and tractor-trailers that are typically diesel fueled" (ICCT, p. 31). "Tesla's announced battery electric semi-tractor prototype is the **only** (emphasis added) battery electric project we found in our [world-wide] assessment targeting long-haul heavy-duty applications" (ICCT, p. 31). Imposing extensive requirements on the proposed Project related to emerging technology, when the various types of technological advancements and their timeframes for common availability are not known with any certainty, is not a feasible mitigation measure.

[9] https://www.theicct.org/sites/default/files/publications/Zero-emission-freight-trucks_ICCT-white-paper_26092017_vF.pdf

An EIR must describe feasible measures that could minimize the project's significant adverse impacts. 14 Cal Code Regs §15126.4(a)(1). An EIR may decline to propose a mitigation measure that would not effectively address a significant impact. An EIR also need not identify and discuss mitigation measures that are infeasible. Nor must an EIR analyze in detail mitigation measures it concludes are infeasible.

Further, South Coast AQMD recently adopted a Warehouse Indirect Source Rule, Rule 2305, in May 2021. Rule 2305 applies to warehouse operators and owners of warehouses greater than or equal to 100,000 square feet of indoor floor space within a single building that may be used for warehousing activities. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be subject to compliance with Rule 2305 (refer to Pages 4.3-22 and 4.3-23). Because compliance will be implemented by lessees, the specific measures that will be implemented to comply with Rule 2305 are not known at this time, although they potentially would include use of electric heavy duty trucks. Additionally, Mitigation Measure 4.3-12 requires the City's Planning Department to confirm that tenant lease agreements requiring the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. Compliance with Rule 2305 would reduce air quality effects associated with the warehouse industry, including the Project, throughout the air basin, although quantification of such reductions is not feasible at this time.

B-42 The commenter requests mitigation to require tenants to use zero-emission light- and medium-duty vehicles as part of business operations. Refer to response to Comment B-41 regarding the feasibility of using zero-emission vehicles. The Project would install electric vehicles (EV) charging stations and clean air/vanpool parking stalls at the Project site, which would contribute to and support the use of more EVs and consequently reduce air quality emissions associated with passenger vehicle travel. Additionally, conduit will be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site for the purpose of accommodating the future installation of EV truck charging stations, at such time as this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines. Thus, the City determines that additional mitigation is not warranted.

B-43 The commenter requests mitigation to forbid trucks from idling for more than three minutes and requiring operators to turn off engines when not in use. The Project shall comply with California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, limits nonessential idling to five minutes or less for commercial trucks. The Project incorporates Project Design Feature (PDF) 8-5, which would require tenant lease agreements for the Project to include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site in compliance with the City of Beaumont Idling Ordinance. Additionally, Mitigation Measure MM 4.3-4 would ensure 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. Limiting the maximum idling time to five minutes is in compliance with the California Code of Regulations and the City's Idling Ordnance. However, pursuant to the commenter's request PDF 8-5 and MM 4.3-4 has been modified to reduce idling time from five minutes to three minutes, as shown below. The revised Project Design Feature and mitigation measure further supports the conclusions in the Draft EIR and are not evidence of a new or greater impact not previously disclosed.

PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 ~~5~~ minutes while on site in exceedance of the City of Beaumont Idling Ordinance.

MM 4.3-4 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 three (3) ~~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.

B-44 The commenter requests installation of solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.

As discussed in Section 3.0, *Project Description*, of the Draft EIR, the Project site shall provide Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements to meet approximately 20% of the power needs of each building (refer to Page 3-19). This design feature is consistent with the Riverside County CAP. In addition, the buildings will be 100% roof top ready for solar which would enable expansion of rooftop solar installation in the future to meet specific tenant needs. The current CALGreen code requires a 100% of rooftop to be rooftop ready, and the Project exceeds this requirement by also providing 20% solar. Thus, the City determines that additional mitigation is not warranted.

B-45 The commenter requests that all project building roofs to be designed to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible. Refer to response to Comment B-44 related to solar photovoltaic systems onsite. Additionally, as part of the Project Design Features, PDF 8-2 would require installation of cool roofs within the Project to be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater (refer to Page 4.6-9). Thus, the City determines that additional mitigation is not warranted.

B-46 The commenter requests that the Project construct zero-emission truck charging/fueling stations proportional to the number of dock doors at the project. As stated in Mitigation Measure 4.3-7, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit will be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines. As stated in response to Comment B-41, requiring zero-emission vehicles is currently economically and technologically infeasible; also, such vehicles are not available on a large enough scale to be relied upon. Therefore, the current technology required for EV truck charging stations is unknown and technologically infeasible. Thus, the City determines that additional mitigation is not warranted.

B-47 The commenter requests that the Project run conduit to designated locations for future electric truck charging stations. This recommendation is already provided in the Draft EIR. Refer to response to Comment B-46 related to electrical room to be sized for future installation of electric vehicle truck charging onsite. As stated in Mitigation Measure MM 4.3-8, final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating future installation of EV truck charging stations. Thus, the City determines that additional mitigation is not warranted.

B-48 The commenter states that unless the Project prohibits refrigerated warehouse uses, it shall construct electric plugs for electric transport refrigeration units at every dock door and require truck operators with transport refrigeration units to use the electric plugs when at loading docks.

This recommendation is already provided in the Draft EIR. As stated in Mitigation Measure MM 4.3-9, 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). All site and architectural plans submitted to the City Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City Building Department shall verify electrification of the designated truck/dock bays. Thus, the City determines that additional mitigation is not warranted.

B-49 The commenter requests mitigation to oversize electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability. As stated in Mitigation Measure MM 4.3-7, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to both the future installation of electric vehicle (EV) truck charging stations on the site and trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Thus, the City determines that additional mitigation is not warranted.

B-50 The commenter requests the Project construct and maintain electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of

at least Level 2 charging performance). The Project would comply with the 2022 California Green Building Standards Code (CALGreen). CALGreen Section 5.106.5.3.1 requires the Project to provide 20% of the provided parking stalls as EV ready with conduits and electrical ready panels; and, of the 20%, 25% will need to be EV stalls with the installed chargers. The EV stalls may be provided with any combination of Level 2 and Direct Current Fast Charging, except that at least one Level 2 electric vehicle supply equipment shall be provided (CALGreen Section 5.106.5.3.2). Additionally, as stated in Mitigation Measure MM 4.3-6, Transportation Demand Management (TDM) program strategies include each building to provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least 8% of the required number of parking spaces. Thus, the Project exceeds the commenters request and the City determines that additional mitigation is not warranted.

B-51 The commenter requests the Project run conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations. The Project would meet this requirement since it will be required to meet CALGreen, which requires the Project to provide 20% of the provided parking stalls as EV ready with conduits and electrical ready panels. Refer to response to Comment B-50 above. Thus, the City determines that additional mitigation is not warranted.

B-52 The commenter requests the installation and maintenance, at the manufacturer's recommended maintenance intervals, of air filtration systems at sensitive receptors within a certain radius of facility for the life of the project. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest maximally exposed individual receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. As concluded in, Table 4.3-9, *Localized Significant Summary – Construction*, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations (refer to Page 4.2-47). Similarly, Table 4.3-10, *Localized Significant Summary – Operation*, concluded that operational emissions would not exceed the South Coast AQMD's localized significant thresholds at the maximally impacted receptor location. (refer to Pages 4.3-43 to 4.3-48). Thus, the City determines that additional mitigation is not warranted.

B-53 The commenter requests the installation and maintenance, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project and making the resulting data publicly available in real time. As stated above in response to Comment B-52, the Project would not result in significant air quality related health risk impacts during construction or operation, therefore additional mitigation is not warranted.

B-54 The commenter requests mitigation to require all stand-by emergency generators to be powered by a non-diesel fuel. Emergency generators would only be used in emergency power failure or for routine testing and maintenance. Such intermittent use would not a substantial amount of emissions, since by the very nature of the activity, it would be short-term, intermittent, and infrequent. Requiring that emergency generators to be powered by non-diesel fuel would not result in a significant reduction in air quality emission impacts. Thus, the City determines that additional mitigation is not warranted.

B-55 The commenter requests facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. Refer to response to Comment B-43 for a detailed discussion on idling of trucks and response to Comment B-60 regarding directional signs to truck routes. Thus, the City determines that additional mitigation is not warranted.

B-56 The commenter requests mitigation to establish and promote a rideshare program that discourages single occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. This recommendation is already provided in the Draft EIR. As shown in Table 4.8-6, *CAP Screening Table for GHG Implementation Measures*, the Project would include car/vanpool program with preferred parking and provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. Additionally, as stated in Mitigation Measure MM 4.3-6, Transportation Demand Management (TDM) program strategies include providing on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day, promoting and supporting carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service, and incorporating incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. Thus, the City determines that additional mitigation is not warranted.

B-57 The commenter requests Project buildings meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. Tier 2 green building standards are voluntary. The City elected to utilize the Riverside County CAP point system on its broad approach to GHG and emissions reductions, including designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. Both Tier 2 and the CAP are designed to reduce GHG emissions and both are optional for this Project. Under the Riverside County CAP, the Project achieves more than 500 points, which is far in exceedance of the 100 points required to meet CAP requirements and result in a less than significant impact were the Project to remain in unincorporated Riverside County. The Project buildings would meet CalGreen Tier 1 green building standards. Additionally, as discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to be consistent with the provisions of interior and exterior bicycle storage as a sustainable design strategy consistent with CALGreen. Furthermore, the Project would be required to provide 20% of the provided parking stalls as EV ready with conduits and electrical ready panels; and, of the 20%, 25% will need to be EV stalls with the installed chargers. The Project is also providing electrical conduits for future EV truck charging stations (refer to Mitigation Measure MM 4.3-8). The Project has also committed to energy efficiency measures, including but not limited to a car/vanpool program with preferred parking; bike lockers and secure racks; reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; 60 EV charging stations in employee garages/parking areas, or the equivalent. Based on the preceding, the Project adequately provides designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. Thus, the City determines that additional mitigation is not warranted.

B-58 The commenter requests the Project design buildings to LEED green building certification standards. The Project would be constructed to Title 24 Part 6 and CalGreen Building Code Tier 1 standards, which approximates basic LEED certification. Thus, the City determines that additional mitigation is not warranted.

B-59 The commenter requests mitigation requiring meal options onsite or shuttles between the facility and nearby meal destinations. As stated in Mitigation Measure 4.3-6, Transportation Demand Management (TDM) program strategies include providing meal options on-site or shuttles between the facility and nearby meal destinations. In addition, as shown on 4.3-7, *Summary of Peak Operation Emissions*, of the Draft EIR (refer to Pages 4.3-39 to 4.3-41), the majority of the Project's air pollutant emissions are attributed to mobile sources from trucks. Since the exceedance of emissions is due to trucks, not passenger cars, the recommendation will not result in a measurable reduction of emissions and would not meaningfully reduce Project impacts. Thus, the City determines that additional mitigation is not warranted.

B-60 The commenter requests mitigation to post signs at every truck exit driveway providing directional information to the truck route. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-17 Prior to building final, the Project Applicant or successor in interest shall install signs at each truck exit driveway that provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

B-61 The commenter requests that the Project Applicant improve and maintain vegetation and tree canopy for residents in and around the project area in order to reduce air quality and GHG emissions. Improving and maintaining vegetation and the tree canopy for residents in and around the Project site would not have any effect on reducing the Project's air quality and GHG emissions. Moreover, as discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest sensitive receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. Therefore, this measure is not warranted. However, the Project would provide extensive landscape on the Project site. Figure 3-14, *Master Landscape Plan*, of the Draft EIR (refer to Page 3-47), depicts the Project's proposed landscape plan for the site. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the Project entrances. Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists. The Landscape Design Guidelines of the Beaumont Pointe Specific Plan provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting; and selected to complement and enhance the setting of the site, while ensuring the conservation of the site's natural vegetation and habitats. Alternative plant species may be used provided that they are drought-tolerant and complement the Project's design theme. Prohibited plant species, which are strictly prohibited from use in landscaped areas and Fuel Modification Zones, are also identified to protect native habitats within and surrounding the Project due to their

flammability or invasive nature. Therefore, the City determines that additional mitigation is not warranted.

B-62 The commenter requests that the Project Applicant require that every tenant (1) train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses; and (2) require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be subject to compliance with Rule 2305 (refer to Pages 4.3-22 and 4.3-23). As part of Rule 2305, facilities would be required to report information about facility operations to South Coast AQMD each year and recordkeeping of onsite operations. Therefore, the City determines that additional mitigation is not warranted.

B-63 The commenter requests that the Project Applicant require tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers. The US EPA SmartWay Program is a voluntary public-private program. The Project Applicant or City cannot control the types of trucks coming to the Project site. Because the building occupants/tenants are not yet known, it is highly speculative to assume that the building occupants/tenants will own or control a fleet of trucks. The large majority of warehouses are served by contracted trucking companies and independent drivers and the building occupant/tenant may have no control over the truck engine type, in which case the building occupant/tenant would need to comply with Rule 2305's requirements through a suite of equivalent measures or payment of the required fee to reduce Air Quality impacts as required by the Rule. Thus, the City determines that additional mitigation is not warranted.

B-64 The commenter makes a concluding, conclusory comment that the suggested mitigation measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. Refer to response to Comments B-34 to B-63 for a detailed discussion on the suggested mitigation measures. Thus, no further response is required.

B-65 The commenter emphasizes the applicability of incorporating solar power system into the Project design as it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. Refer to response to Comment B-44 related to solar photovoltaic systems onsite. Thus, no further response is required.

B-66 The commenter states that a revised Draft EIR should be prepared to include all feasible mitigation measures and include updated air quality and GHG analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. Refer to response to Comments B-34 to B-63 for a detailed discussion on the suggested mitigation measures. Applicable mitigation measures have been incorporated to the Project at the commenter's request. Even with the incorporation of the additional mitigation measures, the specified impacts to air quality and GHG would remain significant and unavoidable.

B-67 The commenter provides disclaimer remarks about the comment letter. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

B-68 The commenter provides resumes for reference. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

Comment Letter C

From: Deneen Pelton
To: Carole Kendrick
Cc: Cheryl Madrigal
Subject: Beaumont Pointe Specific Plan
Date: Wednesday, January 11, 2023 3:27:51 PM

Greetings,

This email is written on behalf of Rincon Band of Luiseño Indians, ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government.

The Band has received the notification for the above referenced project. The location identified within project documents is not within the Band's specific Area of Historic Interest (AHI).

At this time, we have no additional information to provide. We recommend that you directly contact a Tribe that is closer to the project and may have pertinent information.

Thank you for submitting this project for Tribal review. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749-1092 or via electronic mail at crd@rincon-nsn.gov.

Thank you for the opportunity to protect and preserve our cultural assets.

C-1

Deneen Pelton
Cultural Resources Department Coordinator
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Responses to Comment C

Rincon Band of Luiseño Indians, Deneen Pelton, Cultural Resources Department Coordinator, dated January 11, 2023.

C-1 The commenter states that the Project site is not with the Rincon Band of Luiseño Indians' specific Area of Historic Interest. The commenter recommends that the City directly contact a tribe that is closer to the Project site and concludes the letter. As part of the SB 18/AB 52 consultation process required by CEQA, the City of Beaumont sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project site. The Draft EIR discusses consultation with Native American tribes in Section 4.18, *Tribal Cultural Resources* (Draft EIR page 4.18-5). No further response is required.

COMMENT LETTER D

South Coast
Air Quality Management District
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SENT VIA E-MAIL:
CKendrick@beaumontca.gov
Carole Kendrick, Planning Manager
City of Beaumont City Hall
550 East Sixth Street
Beaumont, California 92223

February 8, 2023

Draft Environmental Impact Report (Draft EIR) for the Proposed Beaumont Pointe Specific Plan (Proposed Project) (SCH No. 2020099007)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Beaumont is the Lead Agency under the California Environmental Quality Act (CEQA) for the Proposed Project. The following comments include recommended revisions to mitigation measures, CEQA air quality analyses for overlapping construction and operation activities, and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR. D-1

South Coast AQMD Staff's Summary of Project Information in the Draft EIR
Based on the Draft EIR, the Proposed Project consists of amendments to the City of Beaumont's General Plan to establish and adopt the Beaumont Point Specific Plan, which is intended to-serve as a regulatory document that will guide the future development of the Proposed Project site.[1] The Proposed Project site consists of approximately 539.9 acres of undeveloped terrain, abuts highway State Route 60, and is located near the southwest corner of Jack Rabbit Trail and Frontage Road, adjacent to the City of Beaumont, Riverside County.[2] Construction will occur in three phases and is expected to take approximately 4 years and 9 months with full buildout anticipated for year 2027.[3] During this period the Proposed Project anticipates construction of approximately 336,000 square feet (30.2 acres) in general commercial and 4,995,000 square feet (232.6) in industrial.[4] 277.1 acres of the Proposed Project site is planned as open space.[5] Specifically the industrial portion of the site is anticipated to be developed with five industrial buildings that would be occupied with warehouse distribution operators.[6] These five buildings would range in size between 600,000 square feet and 1,379,000 square feet[7], support cold-storage,[8] and total 806 dock doors[9]. At full buildout the Proposed Project is anticipated to result in between 2,240[10] to 2,276[11] truck trips per day. D-2

[1] Draft EIR. 1.0 Executive Summary. Page 1-1 through Page 1-4.
[2] *Ibid.*
[3] *Ibid*. 3.0 Project Description. Page 3-22 through Page 3-24.
[4] *Ibid*. Page 3-10 through Page 3-11.
[5] *Ibid.*
[6] *Ibid*. Page 3-27.
[7] *Ibid*. Page 3-21.
[8] *Ibid*. 4.3 Air Quality. Page 4.3-28.
[9] *Ibid.* 3.0 Project Description. Page 3-21 through Page 3-22.
[10] *Ibid.* Page 3-27.
[11] *Ibid.* 4.17 Transportation. Page 4.17-9.

South Coast AQMD Staff's Comments on the Draft EIR

Recommended Air Quality Mitigation Measures

The Lead Agency concludes that construction activities resulting from the Proposed Project could result in emissions from on-site and off-site sources that exceed South Coast AQMD's CEQA regional construction mass daily thresholds[12] for volatile organic compounds (VOCs) and oxides of nitrogen (NOx).[13] With mitigation measures, the Proposed Project site would still exceed the regional mass daily thresholds for NOx during construction.[14] The Lead Agency also concludes that operational activities resulting from the Proposed Project at full buildout would result in emissions that exceed South Coast AQMD's CEQA regional operation mass daily thresholds for VOCs, NOx, carbon monoxide (CO), particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM10) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM2.5).[15] With mitigation measures,[16] the Proposed Project site would still exceed the regional mass daily thresholds for NOx, CO, PM10 and PM2.5 during operation and as such these emissions are considered significant and unavoidable.[17]

D-3

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate significant adverse impacts. The Proposed Project is a guiding regulatory document for the future development of the Beaumont Pointe Specific Plan. The Draft EIR for the Proposed Project serves as the first-tier, programmatic level analysis that can provide guidance to subsequent, project-level environmental analyses. South Coast AQMD staff therefore recommends that the Lead Agency include the following mitigation measures in the Final EIR to further reduce emissions from construction and operation activities that may result from future implementation of the Proposed Project.

Recommended Mitigation Measures for Construction

Given that the Proposed Project is meant to guide development through at least year 2027, South Coast AQMD staff recommends that the Lead Agency consider including additional mitigation measures in the Final EIR to further reduce the Proposed Project's significant and unavoidable air quality impacts during construction. It is reasonably foreseeable that Tier 4 might not be the cleanest technology when construction occurs later during the approximately 4 year and 9-month time span of the Proposed Project's planned construction period. One of CARB's strategies for reducing emissions from off-road construction equipment aims to start implementing off-road Tier 5 in 2027/2028.[18] Furthermore, the Governor's Executive Order in September 2020 (N-79-20) requires CARB to develop and propose a full transition to Zero Emissions (ZE) off-road

D-4

[12] South Coast AQMD Air Quality Significance Thresholds. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf
[13] Draft EIR. 4.3 Air Quality. Pages 4.3-38 through 4.3-39.
[14] *Ibid*. Pages 4.3-54 through 4.3-55.
[15] *Ibid*. Pages 4.3-39 through 4.3-41.
[16] *Ibid*. Pages 4.3-51 through 4.3-54.
[17] *Ibid*. Pages 4.3-55 through 4.3-58.
[18] Presentation accessed at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf

equipment by 2035, where feasible.[19] Therefore, South Coast AQMD staff recommends that the Lead Agency revise the air quality analysis section in the DEIR[20] to include a mitigation measure that commits it to using the cleanest technology for construction during future development projects, if available and feasible, and include the revisions in the Final EIR. If the revisions are not included in the Final EIR, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record. D-4 (CONT.)

Other Construction Mitigation Measures to include:

- Require that, at a minimum, future development use 2014 and newer haul trucks (including material delivery trucks and soil import/export) entering or on the Proposed Project site. Additionally, all heavy-duty haul trucks should also meet CARB's lowest optional low oxides of nitrogen (NOx) standard.[21] D-5
- Require the use of electric or alternative-fueled (i.e., non-diesel) construction equipment, if available, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors. D-6
- Owners and operators of future development projects shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. The Lead Agency should conduct regular inspections of future development projects. D-7
- Provide electric vehicle (EV) charging stations or, at a minimum, provide the electrical infrastructure and electrical panels shall be appropriately sized. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment. D-8
- Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary. D-9
- Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable. D-10
- Ensure that vehicle traffic inside the project site is as far away as feasible from sensitive receptors. D-11
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less. D-12
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. D-13

[19] Presentation accessed at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf
[20] Draft EIR. 4.3 Air Quality. Pages 4.3-51 through 4.3-54.
[21] CARB's optional low-NOx emission standard can be found at: https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards

- Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts. D-14
- Configure construction parking to minimize traffic interference. D-15
- Require covering of all trucks hauling dirt, sand, soil, or other loose materials. D-16
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. D-17
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). D-18
- Replace ground cover in disturbed areas as quickly as possible to minimize dust. D-19
- Pave roads and road shoulders, where applicable. D-20
- Sweep streets at the end of the day with South Coast AQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water). D-21

Recommended Mitigation Measures for Operation

As stated in the Air Quality section of the Draft EIR, the majority of the Proposed Project's NOx, CO, PM10 and PM2.5 operational emissions come from mobile sources.[22] Specifically, for the NOx, PM10 and PM2.5 emissions, most are derived from the 2,240[23] to 2,276[24] truck trips per day that the Proposed Project will attract. Project-level air quality mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider and include in the Final EIR and any subsequent CEQA document and future development project may include the following: D-22

- MM 4.3-5 states that, "*... the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than—required engines and equipment."*[25] South Coast AQMD staff recommends that the Lead Agency revise MM 4.3-5 to include the incentive and programs found on the South Coast AQMD Incentives & Programs landing page, http://www.aqmd.gov/home/programs. South Coast AQMD offers a broad range of programs for businesses, the community, and local government that help to achieve cleaner air quality for all. Many of these programs offer financial incentives for implementing new clean air technologies. Some provide partnerships and new ways of addressing air quality issues throughout the South Coast Basin. D-23

[22] Draft EIR. 4.3 Air Quality. Page 4.3-56.
[23] *Ibid*. 3.0 Project Description. Page 3-27.
[24] *Ibid*. 4.17 Transportation. Page 4.17-9.
[25] *Ibid*. 4.3 Air Quality. Page 4.3-52.

- The Lead Agency should require the use of ZE or NZE heavy-duty trucks by future development projects during operation such as trucks with natural gas engines that meet CARB's adopted optional NOx emission standard of 0.02 g/bhp-hr, if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule[26] and the Heavy-Duty Low NOx Omnibus Regulation,[27] ZE and NZE trucks will become increasingly more available to use. The Lead Agency can and should require future development projects to have a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs. At a minimum, require the use of 2014 model year trucks. D-24

- Limit the daily number of trucks allowed at future development projects to the levels analyzed in the subsequent, project-level environmental analyses for these projects. If higher daily truck volumes are anticipated to visit the site, additional analysis should be done through CEQA prior to allowing this higher activity level. D-25

Design considerations that the Lead Agency should consider and include in the Final EIR for future development projects to further reduce air quality and health risk impacts include the following: D-26

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).

- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the future development project site. D-27

- Design future development projects such that any check-in point for trucks is inside the project site to ensure that there are no trucks queuing outside. D-28

- Design a future development project to ensure that truck traffic inside the project site is as far away as feasible from sensitive receptors. D-29

Additional Air Quality and Greenhouse Gas Mitigation Measures

The Lead Agency concludes that the impact of greenhouse gas emissions are significant and unavoidable for the Proposed Project at full buildout,[28] even with mitigation measures.[29] Given D-30

[26] CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks.
[27] CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.
[28] Draft EIR. 4.8 Greenhouse Gas Emissions. Pages 4.8-34 through 4.3-36.

this, South Coast AQMD staff suggests the Lead Agency review the references listed below and thereafter consider including additional recommended mitigation measures in the Final EIR:

D-30 (CONT.)

- California Attorney General's Bureau of Environmental Justice guidance document on Warehouse projects, *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*[30]

D-31

- South Coast AQMD 2022 South Coast Air Quality Management Plan,[31] appendices:
  - IV-A: South Coast AQMD's Stationary and Mobile Source Control Measures
  - IV-B: CARB's Strategy for South Coast
  - IV-C: SCAG's Regional Transportation Strategy and Control Measures

D-32

- United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation[32]

D-33

Health Risk Reduction Strategies

Notwithstanding the court rulings, South Coast AQMD staff recognizes that the Lead Agency that approves CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. South Coast AQMD staff is concerned about the potential public health impacts of siting sensitive populations within proximity of sources of air pollution (e.g., warehouse, freeway, airport). It is therefore recommended that prior to approving future development projects, the Lead Agency consider the impacts of air pollutants on people who will live in and/or nearby a new project location and provide mitigation where necessary. Additionally, South Coast AQMD staff suggests that the Lead Agency review the CARB Air Quality Land Use and Handbook: A Community Health Perspective[33] as it is a reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.[34]

D-34

Many strategies are available to reduce exposures, including, but not limited to, building filtration systems with Minimum Efficiency Reporting Values (MERV) 13 or better, or in some cases, MERV 15 or better is recommended, building design, orientation, location, vegetation barriers or landscaping screening. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that South Coast

D-35

[29] Draft EIR. 4.8 Greenhouse Gas Emissions. Pages 4.8-60 through 4.3-62.
[30] State of California – Department of Justice. Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Accessed at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[31] 2022 South Coast AQMP. Access at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan
[32] United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation. Access at: https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation
[33] California Air Resources Board (CARB) Air Quality Land Use and Handbook: A Community Health Perspective. Access at: https://www.arb.ca.gov/ch/handbook.pdf
[34] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm

AQMD conducted to investigate filters,[35] a cost burden is expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if a Heating, Ventilation, and Air Conditioning (HVAC) system need to be installed and if standalone filter units are required. Installation costs may vary, including costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not be effective unless the HVAC system is running, there may be increased energy consumption. It is typically assumed that the filters operate 100 percent of the time while individual sensitive receptors are indoors, and the environmental analysis does not generally account for the times when such individuals have their windows or doors open or are in common space areas of the project. Additionally, these filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, the replacement has the potential to result in emissions from the transportation of used filters at disposal sites and generate solid waste. Therefore, any filtration unit's presumed effectiveness and feasibility should be carefully evaluated in more detail before assuming they will sufficiently alleviate exposure to DPM emissions.

D-35 (CONT.)

Overlapping Construction and Operational Activities

Because there is the potential that construction and operation activities may overlap for the Proposed Project, the Lead Agency quantified the worse-case emission scenario that may occur from such an overlap (peak 2025 construction emissions and phase 2 operational emissions).[36] The Lead Agency did not, however, take the additional step of comparing the overlapping emissions to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine their level of significance. South Coast AQMD staff therefore recommends that the Lead Agency revise the air quality analysis section to consider and analyze the overlapping construction and operation emissions. Overlapping emissions should be compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine their level of significance, which should be included in the Final EIR. If the overlapped emissions analysis is not included in the Final EIR, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

D-36

South Coast AQMD Rules, Permits, and Responsible Agency

As stated in the Draft EIR, the South Coast AQMD is a responsible agency that will issue permits that allow for the construction and operation of the Proposed Project.[37] The Lead Agency should therefore include a discussion in the Final EIR on stationary equipment (such as boilers, heaters, ovens, emergency generators, fire water pumps, etc.) which would be utilized in the Proposed Project's construction and operation that require South Coast AQMD permits. Assumptions for the stationary sources in the Final EIR will also be used as the basis for the

D-37

[35] South Coast AQMD, Pilot Study of High-Performance Air Filtration for Classrooms Applications, Draft Report: October 2009, http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also, see the 2012 Peer Review Journal article by South Coast AQMD: https://onlinelibrary.wiley.com/doi/10.1111/ina.12013.
[36] Draft EIR. 4.3 Air Quality. Pages 4.3-41.
[37] Draft EIR. 2.0 Introduction and Purpose. Page 2-9.

permit conditions and limits for the Proposed Project. Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits.

D-37 (CONT.)

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Evelyn Aguilar, Air Quality Specialist, at eaguilar@aqmd.gov should you have any questions.

D-38

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:EA
RVC230111-05
Control Number

Responses to Comment D

South Coast Air Quality Management District, Sam Wang, Program Supervisor, CEQA IGR, Planning, Rule Development & Implementation, dated February 8, 2023.

D-1 This comment consists of introductory remarks; thus, no further response is required.

D-2 This comment provides a general summary of the Project Description as provided in the Draft EIR. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

D-3 The commenter summarizes the Project's significant and unavoidable impacts related to air quality during both construction and operation and states that CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The City disagrees that the Project is required to "go beyond what is required by law," and notes that mitigation measures must be proportional to the impacts of the project and there must be an essential nexus between the mitigation measure and the government interest; see CEQA Guidelines section 15126.4(a)(4); *Nollan v. California Coastal Commission* (1987) 483 U.S. 825; *Dolan v. City of Tigard* (1994) 512 U.S. 374. The City recognizes that CEQA requires the incorporation of all feasible mitigation measures where there are significant and unavoidable impacts identified. The commenter does not recommend specific mitigation measures in this comment; responses to suggested mitigation measures are addressed in responses to Comments D-4 through D-29. The City further notes that the EIR for the proposed Project is a project-level EIR, not a programmatic EIR (see Draft EIR, Section 1.1, p. 1-2). No further response is required.

D-4 The commenter suggests construction-related mitigation committing the Project to using the cleanest technology for construction during future development, if available and feasible. The commenter states that one of CARB's strategies is to start implementing Tier 5 off-road equipment in 2027/2028. Tier 5 off-road equipment currently does not exist. The Project is expected to be constructed and operational by the year 2027 and Tier 5 equipment will not be available in that timeframe. However, as stated in Mitigation Measure MM 4.3-2, all 50-horsepower or greater diesel-powered equipment shall be 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.

D-5 The commenter suggests construction-related mitigation committing future development use 2014 and newer haul trucks (including material delivery trucks and soil import/export) entering or on the Project site and that all heavy-duty haul trucks should also meet CARB's lowest optional low oxides of nitrogen (NO_x) standard. The recommendation to impose and enforce the use of 2014 and newer haul trucks or heavy-duty haul trucks with the lowest optional low oxides of nitrogen standard is not feasible or practical because these trucks are not commercially available in sufficient quantity to service the Project needs. It, therefore, is not required by CEQA. The Project has committed to use the cleanest technology construction equipment available (see Mitigation Measure 4.3-2 and response to Comment D-4). Additionally, see response to Comment D-7 regarding additional mitigation to verify emissions standards for trucks. Thus, the City determines that additional mitigation is not warranted.

D-6 The commenter suggests mitigation to require electric or alternative-fueled (i.e., non-diesel) construction equipment, if available, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-14 If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the Project's construction requirements during the building construction, paving, and architectural coating phases of Project construction, such equipment shall be used during Project construction. This requirement shall be noted on plans submitted for building permit issuance.

D-7 The commenter suggests mitigation requiring owners and operators of future development projects shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. Pursuant to the commenter's request the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-15 Project construction contractors shall maintain records of all trucks associated with Project construction to document that each truck used meets emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Beaumont staff or their designee.

D-8 The commenter suggests construction-related mitigation requiring electric vehicle (EV) charging stations or, at a minimum, provide the electrical infrastructure and electrical panels shall be appropriately sized during construction. Pursuant to the commenter's request, the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-13 Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Southern California Edison (SCE). If SCE will not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in Mitigation Measure MM 4.3-14), the establishment of a temporary electric charging area also will not be required. If electric powered equipment is in the contractor(s) equipment

fleet, and SCE approval is secured, the temporary charging location is required to be established upon issuance of grading permits and building permits.

D-9 The commenter suggests the provision of temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary. As part of the Project's Regulatory Requirement (RR) 17-2, prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Beaumont shall approve, a temporary traffic control plan for construction. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors. Thus, the City determines that additional mitigation is not warranted.

D-10 The commenter suggests implementation of dedicated turn lanes for the movement of construction trucks and equipment on and off-site, where applicable. The Project site is currently undeveloped and access to the Project site during construction would be provided via Jack Rabbit Trail and at the terminus of 4th Street, which would not interfere with any existing traffic movements. Therefore, dedicated turn lanes are not required. However, refer to Regulatory Requirement RR 17-2 and response to Comment D-9. No further response is required.

D-11 The commenter suggests mitigation to ensure that vehicle traffic inside the project site is as far away as feasible from sensitive receptors. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest sensitive receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. Therefore, Project's construction activities would not be in close proximity to sensitive receptors. Thus, the City determines that additional mitigation is not warranted.

D-12 The commenter suggests mitigation to reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less during construction. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. According to Table 1 of South Coast AQMD Rule 403, BACM includes limiting vehicle speeds to 15 miles per hour.[10] Nevertheless, to ensure implementation of Rule 403, the following Regulatory Requirement has been added to the Draft EIR and included in the Mitigation Monitoring and Reporting Program, and Draft EIR Page 4.3-36 is modified as follows:

4.3.6 Regulatory Requirements And Project Design Features

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

[10] https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4

RR 3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads, including limiting vehicle speeds to 15 miles per hour.

Thus, the City determines that additional mitigation is not warranted.

D-13 The commenter suggests mitigation to suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of BACM during active operations capable of generating fugitive dust. Rule 403 also specifies requirements during high wind periods (instantaneous wind speeds which exceed 25 mph). During high wind conditions earth moving activities shall cease or apply water to soil not more than 15 minutes prior to moving such soil to limit visible dust emissions to 20 percent opacity. Additionally, Rule 403 includes measures to reduce dust during grading such as wind barriers, covering bulk materials, application of water or stabilizers, and wind breaks to reduce wind speed. According to Table 1 of South Coast AQMD Rule 403, BACM includes stabilizing wind erodible surfaces to reduce dust. A stabilized surface means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook. Refer also to Regulatory Requirement RR 3-1 above and response to Comment D-12. Thus, the City determines that additional mitigation is not warranted.

D-14 The commenter suggests mitigation to suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest sensitive receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. As concluded in, Table 4.3-9, *Localized Significant Summary - Construction*, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations (refer to Page 4.2-47). Additionally, the Project would have no potential to result in or contribute to a CO "Hot Spot" or a significant human health or cancer risk to nearby receptors (refer to Pages 4.3-43 to 4.3-48). Thus, the City determines that additional mitigation is not warranted.

D-15 The commenter suggests mitigation to configure construction parking to minimize traffic interference. As part of the Project's Regulatory Requirements (RR) 17-2, prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Beaumont shall approve, a temporary traffic control plan for construction. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. The traffic control would include configuration of construction parking to minimize traffic interference Thus, the City determines that additional mitigation is not warranted.

D-16 The commenter suggests mitigation to require covering of all trucks hauling dirt, sand, soil, or other loose materials. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of BACM during active operations capable of generating fugitive dust. According to Table 1 of South Coast AQMD Rule 403, BACM includes covering of haul vehicles prior to exiting the site. Refer also to Regulatory Requirement RR 3-1 and response to Comment D-12. Thus, the City determines that additional mitigation is not warranted.

D-17 The commenter suggests mitigation to install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of BACM during active operations capable of generating fugitive dust. According to Table 1 of South Coast AQMD Rule 403, BACM includes washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment. Section (d)(5) of Rule 403 states no person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road, which includes installing and utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site. Refer also to new Regulatory Requirement RR 3-1 and response to Comment D-12. Thus, the City determines that additional mitigation is not warranted.

D-18 The commenter suggests mitigation to apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of BACM during active operations capable of generating fugitive dust. According to Table 3 of South Coast AQMD Rule 403, contingency control measures for large operations includes applying water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months on the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days. Refer also to new Regulatory Requirement RR 3-1 and response to Comment D-12. Thus, the City determines that additional mitigation is not warranted.

D-19 The commenter suggests mitigation to replace ground cover in disturbed areas as quickly as possible to minimize dust. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. Rule 403 also requires activities defined as "large operations" to notify the South Coast AQMD by submitting specific forms; a large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards), three times during the most recent 365 day period. Rule 403 provides the option for addressing inactive disturbed areas (but does not require) by

establishing a vegetative ground cover within 21 days after active operations have ceased. Refer also to new Regulatory Requirement RR 3-1 and response to Comment D-12. Thus, the City determines that additional mitigation is not warranted.

D-20 The commenter suggests mitigation to pave construction roads and road shoulders, where applicable. Refer to response to Comments D-12 to D-19, which demonstrates how the Project will comply with South Coast AQMD Rule 403 to minimized fugitive dust during construction. In compliance with this rule, the Project will pave construction roads and shoulders as needed for compliance.

D-21 The commenter suggests mitigation to require sweeping streets at the end of the construction day with South Coast AQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water). As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be required to comply with South Coast AQMD Rule 403, which requires the implementation of BACM during active operations capable of generating fugitive dust. According to Table 3 of South Coast AQMD Rule 403, BACM includes using sweeping and water spray to clear forms. Refer also to new Regulatory Requirement RR 3-1 and response to Comment D-12.

Nevertheless, to ensure compliance with Rules 1186 and 1186.1, the following Regulatory Requirement has been added to the Draft EIR and included in the Mitigation Monitoring and Reporting Program, and Draft EIR Page 4.3-36 is modified as follows:

RR 3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

Thus, the City determines that additional mitigation is not warranted.

D-22 The commenter provides a summary of the Project's air quality impacts during operation and refers to the list of additional feasible mitigation measures provided in the subsequent portion of the letter that the City should consider. Refer to response to Comments D-23 to D-29 for a detail discussion on the suggested mitigation measures. Thus, no further response is required.

D-23 The commenter suggests a revision to Mitigation Measure MM 4.3-5 to include the incentive and programs found on the South Coast AQMD Incentives & Programs landing page. Pursuant to the commenter's request, Mitigation Measure MM 4.3-5 is revised and Draft EIR Page 4.3-52 is modified as indicated below. The modification to the mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program and other Programs promulgated by South

Coast AQMD (which can be found at the SCAQMD Incentives & Programs landing page, http://www.aqmd.gov/home/programs) that provide incentives for using cleaner-than-required engines and equipment.

D-24 The commenter suggests mitigation to require the use of zero-emission, near-zero emission, or 2014 model year heavy-duty trucks to reduce ongoing and long-term NO_X emissions. As of January 1, 2023, all trucks registered in California are required to be 2010 model year heavy duty trucks per State law (13 California Code of Regulations Section 2025; the "CARB Truck and Bus Regulation"). At present, requiring zero-emission vehicles is economically and technologically infeasible; also, such vehicles are not available on a large enough scale to be relied upon. In a report titled "Transitioning to Zero-Emission Heavy-Duty Freight Vehicles," the International Council on Clean Transportation (ICCT) provides an overview of advancing technologies (ICCT, September 2017).[11] The ICCT reports that although the technology is advancing and although at some point in the distant future non-diesel technology will likely be used in mass to power freight movement, "zero-emission vehicle technologies do present considerable challenges. They have a combination of near- and long-term barriers, issues, and questions that will have to be addressed before they can become widespread replacements for conventional trucks and tractor-trailers that are typically diesel fueled" (ICCT, p. 31). "Tesla's announced battery electric semi-tractor prototype is the **only** (emphasis added) battery electric project we found in our [world-wide] assessment targeting long-haul heavy-duty applications" (ICCT, p. 31). Requiring the proposed Project to utilize emerging technology as mandatory mitigation when the various types of technological advancements and their timeframes for common availability are not known with any certainty, is not a feasible mitigation measure.

An EIR must describe feasible measures that could minimize the project's significant adverse impacts. 14 Cal Code Regs §15126.4(a)(1). An EIR may decline to propose a mitigation measure that would not effectively address a significant impact. An EIR also need not identify and discuss mitigation measures that are infeasible. Nor must an EIR analyze in detail mitigation measures it concludes are infeasible.

Further, South Coast AQMD recently adopted a Warehouse Indirect Source Rule, Rule 2305, in May 2021. Rule 2305 applies to warehouse operators and owners of warehouses greater than or equal to 100,000 square feet of indoor floor space within a single building that may be used for warehousing activities. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be subject to compliance with Rule 2305 (refer to Pages 4.3-22 and 4.3-23). Since the proposed Project will not be operated by the current owner, it is not feasible to commit to specific provisions of Rule 2305; however, future tenants will be obligated to comply with its provisions. Additionally, Mitigation Measure 4.3-12 requires the City's Planning Department to confirm that tenant lease agreements requiring the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. Compliance with Rule 2305 would reduce air quality effects associated with the warehouse industry, including the Project, throughout the Air Basin.

[11] https://www.theicct.org/sites/default/files/publications/Zero-emission-freight-trucks_ICCT-white-paper_26092017_vF.pdf

D-25 The commenter incorrectly assumes that implementation of the proposed Project will require a subsequent, project level environmental analysis and EIR, and that the City should restrict the amount of daily truck traffic to and from the Project to be analyzed in the subsequent project-level analysis. The EIR is a project level EIR (see Draft EIR, Section 1.1, p.1-2), and no other EIR is contemplated or required at this time. The recommendation to impose and enforce a truck trip cap is not feasible or practical nor required by CEQA. CEQA requires that an EIR evaluate the proposed Project based on reasonable assumptions and foreseeable actions. The number of passenger vehicle and truck trips that the Project is expected to generate is based on Institute of Transportation Engineers (ITE) in their Trip Generation Manual (10th Edition), and Transportation Uniform Mitigation Fee (TUMF) High-Cube Warehouse Trip Generation Study. Information on ITE and TUMF trip rate and vehicle type mixes are found in *Attachment C* of this Final EIR. The comment does not present any evidence that truck trips associated with the proposed Project would be greater than disclosed in the Draft EIR. There is no substantive information presented by this comment or by any of the information in the Project's administrative record that contradicts the reasonable assumptions made in the Draft EIR about the expected number of truck trips. Instituting a cap on the number of trucks that can access the Project's buildings is not required under CEQA, nor would it be reasonable or feasible for the City to monitor and enforce such a requirement. The Draft EIR has made reasonable assumptions based on substantial evidence by using ITE and TUMF recommendations based on a reasonable type of building occupant that would be permitted by the site's zoning.

For this reason, the City respectfully rejects the commenter's recommendation to impose and enforce a numerical cap on the number of trucks that the Project attracts during its operation or the suggestion that future environmental analysis is required. Based on the foregoing discussion, the City concludes that it is unnecessary to impose and enforce a numerical cap on the number of trucks that access the site on a daily basis during the Project's operation.

D-26 The commenter suggests the Final EIR include design considerations for future development projects to further reduce air quality and health risk impacts. The Specific Plan for the proposed Project contains all required design considerations for the proposed Project and no future projects are under consideration at this time. Therefore, it would be speculative, and therefore unnecessary, for the Final EIR to anticipate future development projects on the Project site. The commenter suggests that the Final EIR include a requirement that truck routes be clearly marked with trailblazer signs, so that trucks will not travel next to or near sensitive land uses. The primary regional travel route serving the Project area is SR-60, which is a designated truck route in the City of Beaumont. All truck traffic will access travel east to 4th Street to access SR-60 and/or I-10. As shown on Figure 4.9 in the City's General Plan, the City's Truck Priority Network is designed to minimize travel near sensitive land uses. Additionally, the following mitigation measure has been added to Page 4.3-54 of the Draft EIR. The mitigation measure further supports the conclusions in the Draft EIR and is not evidence of a new or greater impact not previously disclosed.

MM 4.3-17 Prior to building final, the Project Applicant or successor in interest shall install signs at each truck exit driveway that provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

D-27 The commenter suggests that the Project restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the future development project site. City of Beaumont Municipal Code Section 10.12.030 prohibits commercial vehicles exceeding a manufacturer's gross vehicle weight (commonly referred to as GVW) rating of 10,000 pounds (as defined by California Vehicle Code Section 390) from stopping, standing, or parking on any street, highway, alley, public right-of-way or residential property within the City. Additionally, there is no prohibition against overnight truck parking at the Project site or sensitive receptors near the Project site. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest sensitive receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. Therefore, it is not reasonably foreseeable that vehicles accessing the Project site would park in sensitive areas overnight. Accordingly, no revisions to the Draft EIR are warranted.

D-28 The commenter suggests a design for future development projects; however, no future development projects are anticipated by the project-level EIR. The commenter suggests that check-in gates be placed well inside the Project site to prevent truck queuing offsite. As shown in Figure 3-16, *Conceptual Site Plan*, the Project's proposed industrial uses (Buildings 1 through 5) would be located at the western portion of the Project site while commercial uses at the eastern portion, closest to the Project access to Jack Rabbit Trail. Check-in gates for trucks at the Project site would be located at each end of the truck courts and away from public streets to prevent queuing of trucks outside the property. Moreover, the Project consists of a Specific Plan, therefore, Figure 3-16 is conceptual was prepared to analyze environmental impacts associated with Project operations. The precise location of building placement and orientation and truck courts identified in this Draft EIR are considered conceptual in that they may be modified according the City's requirements. Upon adoption of the Specific Plan, subsequent project specific plot plans or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan. Thus, the City determines that additional mitigation is not warranted.

D-29 As previously indicated, no future development projects are anticipated by the project-level EIR. The commenter suggests that truck traffic inside the Project site be placed as far away as feasible from sensitive receptors. Refer to Figure 4.3-1, *Sensitive Receptor Locations*, and Figure 4.3-2, *Modeled Emission Source*, of the Draft EIR, which show the sensitive receptor locations, on- and off-site truck travel and loading dock activity. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would not result in significant health risk impacts to sensitive receptors during operation (refer to Page 4.3-43 to 4.3-48). Additionally, walls and fences would be provided around loading and dock areas, trailer parking areas, and parking lots to screen on-site uses from public views and public roads. Thus, the City determines that additional mitigation is not warranted.

D-30 The commenter states the EIR concludes that the Project would result in significant and unavoidable greenhouse gas emissions impacts, and provides a list of sources to consider for additional mitigation measures. Refer to response to Comments D-31 to D-33 for responses related to each source. Thus, no further response is required.

D-31 The commenter suggests, without identifying specific measures, that the Project consider mitigation measures listed in the California Attorney General's Bureau of Environmental

Justice guidance document on Warehouse projects, Warehouse Projects: *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*. Many of these mitigation measures are duplicative to those suggested in this comment letter and Comment Letter B. Refer to response to Comments B-34 to B-63 and Comments D-5 to D-29 for a discussion on these suggested mitigation measures.

Additionally, many of these measures are regional in nature or directed to regional planning efforts or policy formation by government bodies, or the daily business operation practices of private enterprises that are outside the scope of the proposed Project. CEQA does not require adoption of every imaginable mitigation measure. CEQA's requirement applies only to feasible mitigation that will "substantially lessen" a project's significant effects. (Public Resources Code, § 21002.) As explained by one court: A lead agency's "duty to condition project approval on incorporation of feasible mitigation measures only exists when such measures would [avoid or] 'substantially lessen' a significant environmental effect." (*San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1519.) "Thus, the agency need not, under CEQA, adopt every … mitigation scheme brought to its attention or proposed in the project EIR." (Ibid.) Rather, an EIR should focus on mitigation measures that are feasible, practical, and effective. (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 365.)

D-32 The commenter suggests that the City consider mitigation measures listed in the South Coast AQMD 2022 South Coast Air Quality Management Plan (AQMP) appendices IV-A, B, and C. These documents have been reviewed, and they do not include project specific mitigation measures, but rather propose highly programmatic goals, strategies, and measures to reduce air quality emissions. Further, the commenter does not specify which mitigation measures it is recommending in these documents. The AQMP is a regional blueprint for achieving air quality standards and healthful air by providing the strategy and the underlying technical analysis for how the region will meet federal standards by the required dates and continue progress to achieve the state standards. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone NAAQS - 70 parts per billion (ppb) as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038 for South Coast Air Basin and August 3, 2033 for the Riverside County portion of the Salton Sea Air Basin (referred as Coachella Valley Planning Area or Coachella Valley). The majority of the proposed measures are being developed over the next several years and implemented prior to 2037.

As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the Project would be inconsistent with AQMP Criterion No. 1 and 2, resulting in a potentially significant impact. The Project would implement development-specific air quality mitigation measures to reduce the Project's construction source and operational source air pollutant emissions. Additionally, incorporation of contemporary energy-efficient technologies and operational programs would reduce Project air pollutant emissions and assist South Coast AQMD in meeting its overarching emission reduction goals. The implementation of feasible mitigation measures, the Project's emission-reducing design features, and operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project implementation of mitigation measures would also promote timely attainment of AQMP air quality standards and would bring the Project

into conformance with the AQMP to the extent feasible (refer to Draft EIR Pages 4.3-36 to 4.3-38). Accordingly, no revisions to the Draft EIR are warranted.

D-33 The commenter suggests, without specifying measures to be considered, that the City consider mitigation measures listed in the United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation webpage. The source provides a summary of future plans and policies by the U.S. EPA related to environmental justice and transportation, including new criteria standards for medium and heavy duty trucks, partnerships with state and local agencies on reducing mobile source air pollution, partnerships with federal agencies on truck electrification, etc. Without further specifics about which mitigation measures the commenter would like the City to consider that could be applied to this Project, no further response is required. The Project would be required to comply with all applicable federal, state, regional, and local regulations in place at the time of construction and operation. Additionally, environmental justice is not a topic that is required to be evaluated or considered pursuant to CEQA Guidelines Sections 15120-15132 (Contents of Environmental Impact Reports). Accordingly, no revisions to the Draft EIR are warranted.

D-34 The commenter expresses concerns on the potential public health impacts of future siting of other projects that may include sensitive populations in living situations within proximity of sources of air pollution, and recommends that prior to approving future development projects, the Lead Agency consider the impacts of air pollutants on people who will live in and/or nearby a new project location, and provide mitigation where necessary, including consideration of measures in the CARB Air Quality Land Use and Handbook: A Community Health Perspective. This comment does not raise any issues concerning the adequacy of the environmental analysis provided in the Draft EIR. The commenter also recommends review of the CARB Air Quality Land Use and Handbook: A Community Health Perspective. Refer to Pages 4.3-43 to 4.3-48 of the Draft EIR, for an analysis of the Project's impacts related to health risks impacts on sensitive receptors. Refer also to response to Comments D-14 and D-35. Thus, no further response is required.

D-35 The commenter identifies strategies such as filtration systems to reduce health risk exposures in nearby sensitive receptors. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, the nearest maximally exposed individual receptor to the Project site is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. As concluded in, Table 4.3-9, *Localized Significant Summary - Construction*, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations (refer to Page 4.2-47). Similarly, Table 4.3-10, *Localized Significant Summary – Operation*, concluded that operational emissions would not exceed the South Coast AQMD's localized significant thresholds at the maximally impacted receptor location. (refer to Pages 4.3-43 to 4.3-48). Thus, the City determines that additional mitigation is not warranted.

D-36 The commenter requests that the Draft EIR analyze the overlapping construction and operation emissions for peak 2025 construction emissions and phase 2 operational emissions and compare against regional air quality thresholds of significance for operations to determine their level of significance. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, emissions during the potential overlap of construction and operation are shown in Table 4.3-8. For the

relevant overlap period (2025), the construction emissions for 2025 in Table 4.3-6 show the totals and which emissions exceed the threshold of significance for construction emissions. For operational emissions for phase 2 (2025), Table 4.3-7 shows emissions and whether operational thresholds of significance are exceeded. South Coast AQMD provides no evidence as to why the operational threshold should be applied to potential overlap of construction and operational activity and when it imposed this requirement. In fact, the reason South Coast AQMD has different thresholds for construction activity versus operational activity is due to the short-term nature of construction impacts versus the on-going nature of operational impacts. To date, South Coast AQMD has not published a threshold or guidance for potential construction and operational overlapping activities. Lastly, even if the operational threshold were applied, impacts would remain significant and unavoidable for emissions associated with VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ and there would be no new significant impact that was not already identified in the Draft EIR and underlying technical reports (refer to Draft EIR Section 4.3, *Air Quality* and *Technical Appendix B1*).

D-37 The commenter requests that the Draft EIR include a discussion on stationary equipment (such as, boilers, heaters, ovens, emergency generators, fire pumps, etc.) that will be used and require South Coast AQMD permits. The future users/operators of the Project's buildings are unknown at this time. As such, it cannot presently be determined whether future users/operators will require the use of stationary equipment. However, the City acknowledges the requirement that users/operators adhere to mandatory South Coast AQMD Rules, and the requirement to obtain South Coast AQMD permits as may be needed for the operation of their business.

D-38 The commenter provides conclusionary remarks and requests written responses to comments in accordance with Public Resources Code Section 21092(a) and CEQA Guidelines Section 15088(b). In accordance with Public Resources Code Section 21092(a) and CEQA Guidelines Section 15088(b), written responses to the South Coast AQMD's comments are included in this Final EIR. A copy of the Final EIR will be provided to the South Coast AQMD prior to the City's consideration of the Final EIR for certification. At least 10 days before certifying a Final EIR, the lead agency must provide any public agency that commented on the EIR with a written proposed response to the agency's comments. This requirement may be met by providing the agency with a copy of the Final EIR. No further response is required.

Comment Letter 1

From: Sharon Geiser
To: Christina Taylor
Subject: Beaumont Pointe
Date: Monday, February 6, 2023 3:54:08 PM

Here is an article from yesterday's Los Angeles Times

2023 Feb 5 LAT Warehouses replace farms as big ...

We have this beautiful pass area surrounded by mountains where Beaumont residents can participate in all sorts of outdoor activities year round. This is why we need to keep it from becoming a warehouse town with poor air quality and streets plugged up with semi trucks and trailers. Our city is already dealing with traffic congestion on all of our major roadways, I can only imagine what it would be like with dozens more warehouses from Yucaipa to Morongo. This is why we are opposed to the proposed Beaumont Pointe development.

It is a sad day when corporate rights and land use policy override the health and safety of a whole community.

1-1

Thank you,
Sharon Geiser
406-261-4652

Responses to Comment 1

Geiser, Sharon, dated February 6, 2023.

1-1 The commenter expresses general opposition to the Project and concerns related to poor air quality, semi-truck movement, and traffic congestion in the City of Beaumont. The commenter attached an article regarding replacement of farms with warehouses. The Project site is currently not a farm or used for agricultural uses and is vacant and undeveloped. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. Refer to Draft EIR Sections 4.3, *Air Quality*, and 4.17, *Transportation*, for an analysis of the Project's impacts related to those environmental topics. The commenter's concern related to warehouse uses are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

COMMENT LETTER 2

From: Tiva Jones
To: Christina Taylor
Subject: Disapproval of Warehouse
Date: Tuesday, February 7, 2023 1:11:17 PM

Good Afternoon,

I am writing to share my concerns of the proposed warehouse off of Cherry Valley Blvd. As an alumni of Beaumont, I would like you to reconsider this addition to our City. The warehouse would take away from wildlife and block the view of our beautiful mountains, which is what the name Beaumont means. Have you considered the impact if a fire was to break out? Would our firehouse be able to handle such a blaze? What about the people who currently live in the area, is traffic going to make life miserable for them? What about the smog that it is going to bring to the area? Air quality is going to drop drastically. We see what happens to our small town when the train stops or when Coachella is in session, why would you add another headache to the citizens of this city? Please express to the Mayor that the little green rectangles, no matter the amount, should not influence the choices he makes for the citizens of this town. Let's not be like Banning and build a giant warehouse promising jobs and then once built, leave it empty. Thank you for the opportunity to express my opinion.

2-1

Responses to Comment 2

Jones, Tiya, dated February 7, 2023.

2-1 The commenter expresses general opposition to the proposed warehouse project off of Cherry Valley Boulevard. The Project site is not located along Cherry Valley Boulevard. Thus, no further response is required. Additionally, the commenter expresses concern about the impact of the Project on wildlife, view of mountains, fire, traffic and smog (air quality). Refer to Draft EIR Sections 4.1, *Aesthetics*, 4.3, *Air Quality*, 4.4, *Biological Resources*, 4.17, *Transportation*, and 4.18, *Wildfire*, for an analysis of the Project's impacts related to those environmental topics. In addition, the commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. The commenter's concern related to warehouse uses are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

Comment Letter 3

From:	Nicole Wheelwright
To:	Carole Kendrick
Cc:	Christina Taylor
Subject:	FW: Beaumont Pointe Warehouse Specific Plan
Date:	Tuesday, February 7, 2023 3:52:19 PM

See comment received below.

- Nicole

From: normamcgee@yahoo.com mcgee <normamcgee@yahoo.com>
Sent: Monday, February 6, 2023 9:11 PM
To: Nicole Wheelwright <NWheelwright@beaumontca.gov>
Subject: Beaumont Pointe Warehouse Specific Plan

Council Members of City of Beaumont,

This is to inform you how important I think it is for you to consider the NEGATIVE ENVIRONMENTAL IMPACT that ALL warehouses, whether inside or outside of Beaumont, have on both the city and nearby area. The effect of hundreds of trucks per day cannot be minimized, regardless of the location. Please prioritize your focus for job opportunities for the Beaumont area toward an industry that is not dependent on trucking but instead will bring needed jobs to our area. This recent article: "Warehouse Boom Transformed the Inland Empire" is of particular note. Warehouses should be considered within a particular category. No amount of fees can repair the damage done to a community after something like this is built.

3-1

Thank you so much for putting my comment into the public record.

Norma McGee
1581 Point Park
Beaumont, CA 92223

Responses to Comment 3

McGee, Norma, dated February 7, 2023.

3-1 The commenter expresses general opposition to the Project and concerns related to the amount of truck traffic per day from all warehouses whether inside or outside the City of Beaumont. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. Refer to Draft EIR Section 4.17, *Transportation*, for an analysis of the Project's impacts related to traffic. The commenter's concern related to warehouse uses are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

COMMENT LETTER 4

From: Richard Rizzo
To: Carole Kendrick
Subject: Beaumont pointe
Date: Tuesday, February 7, 2023 9:19:04 PM

To whom it may concern,

I am writing in regards to the Beaumont pointe project and my opposition to it. We as residents value our quite living, a warehouse would drastically impact that in a negative way. The traffic would be unbearable and I believe it's also a safety issue as it would make getting in and out of the neighboring communities even harder then it is now. There are plenty of open land up towards the desert away from homes and beautiful landscape much more suitable for these types of projects

4-1

Richard Rizzo
Tournament hills resident

Responses to Comment 4

Rizzo, Richard, dated February 7, 2023.

4-1 The commenter expresses general opposition to the Project and concerns related to traffic congestion, traffic safety, and noise. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. As discussed in Section 4.13, *Noise*, of the Draft EIR, Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations following Project buildout. Refer to Draft EIR Sections 4.13, *Noise*, and 4.17, *Transportation*, for an analysis of the Project's impacts related to noise and traffic. No further response is required. The commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

COMMENT LETTER 5

To:
Carole Kendrick: Planning Manager
City of Beaumont
550 East 6th Street Beaumont CA, 92223
ckendrick@beaumontca.gov

From:
Ron Roy
35161 Hogan Dr.
Beaumont, Ca. 92223

Re:
Beaumont Pointe Warehouse Project: West Beaumont: South of SR60, West of Jack Rabbit Trail NOA: General Plan Amendment (PLAN2019-2084) Beaumont Pointe Specific Plan Pre-zone (PLAN2019-0284) Specific Plan; SP2019-0003) Tentative Parcel Map (TPM) No. 82551

Dear Ms. Kendrick and all those it concerns:

I am opposed to the above referenced project.

Below are my concerns and reasons for opposition. I look forward to replies.

I am opposed to the Beaumont Point Project for the following reasons:

5-1

POOR LAND USE PLANNING

Sometimes projects, no matter what the claims, are eyesores. They are ugly, no matter how a developer spins the project. Beaumont Pointe is such a project. The developer simply wants to drop the massive high cube warehouses within a few feet of SR60 for the developer's beloved "freeway access" to a Southern California Freeway. The developer is here for the cheap land and access for their logistics network without any regard for anything could harm the community. There's no effort to disguise, reasonably mix, or otherwise balance the warehouse buildings with other more attractive land uses, the surrounding natural foothills and wildlife, the nearby streams and potential already built-in community nature recreation areas.

5-2

This project land use is clearly out of balance for what's needed for Beaumont, long term. There need to be limits to the "industrial use" zoning classification in the city. The project attempts to unreasonably stretch the existing "warehouse district", easterly adjacent.

5-3

FAILURE TO CONDUCT ADEQUATE ALTERNATIVEs ANALYSIS
CEQA Guidelines 15126 requires an applicant provide an analysis of alternative sites for the project. This includes identifying the location of alternative sites then analyzing to what extent these alternatives, would be superior, comparable, or inferior to the project. Also a no-build alternative needs to be analyzed. As the section states:

5-4

1

"An EIR must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed."

The project applicant has failed to conduct an adequate analysis here. At minimum 3 comparative sites should have been identified and analyzed as to their alternative suitability for a warehouse. This was not done. A growing consensus among the Inland Empire residents, believes, warehouses need to be concentrated in districts that are far away from residential areas.

5-4 (CONT.)

DOES NOT PROVIDE SUSTAINABLE ECONOMIC GROWTH FOR BEAUMONT:

According to the Beaumont General Plan a key goal of the plan is to:
"**EXPAND AND ENHANCE EMPLOYMENT OPPORTUNITIES.** The City will support economic development strategies that embrace a vision of inclusive growth and allows prosperity to be shared by all residents. Supporting a range of businesses and economic sectors is key to ensuring the economic vitality of Beaumont in the long term. The City recognizes the importance of education and skill development in ensuring access to new job opportunities as well as the necessity to provide a variety of employment opportunities for a diversity of income and education levels. The City will promote strategies to diversify its job base, which also brings fiscal and economic resiliency to the City. The City will also support Downtown revitalization as well as future growth and economic development in the Sphere of Influence, particularly in healthcare, retail, and technology-intensive industries. In doing so, the City also recognizes the need to balance jobs and households."

Unfortunately, as Beaumont, Pass Area, and Inland Empire residents are finding out, warehouse projects cause jobs that are overwhelmingly low wage, extremely high turnover with high injury rates, with poor prospects for upward mobility, that increasingly are replaced by automation, and unable to allow workers to achieve American Dream goals of home-owner ship, raise a family and achieve a secure retirement. This actuality of the warehouse industry is completely in opposition with the economic goals of the city.

Moreover, the city has not demonstrated that the "revenues" from warehouses are in any way sustainable for the city, especially with the expense to the city of building the infrastructure and services to support warehouses.

This warehouse project will not, as the General Plan promises "support..and revitalize… the **future growth growth and economic development in the Sphere of Influence, particularly in health care, retail, and technology-intensive industries**.

5-5

2

TOO CLOSE IN PROXIMITY TO MAJOR RESIDENTIAL SENSITIVE RECEPTOR COMMUNITIES

- Olivewood
    - Jack Rabbit Trail Entrance less than 1000 feet from Olivewood home community including cul-de-sacs of Enzo Court and Montemerano Court.
- Fairway Canyon:
  Nearest Homes
    - 1800 feet from Fairway Canyon at Funk Way
    - 1500 feet from Fairway Canyon near Love Lane and Zoeller Street.

  Nearest School
    - 3000 feet from Elementary School on Sorenstom Drive.

5-6

Developer has failed to identify the number of sensitive receptor communities near the project site within a reasonable radius, such as 1-3 miles from project. Developer has also failed to provide data showing the amount of particulate matter, noise, light, and other sources of pollution, on every house within a 2 mile radius of the project, as well as affected schools, recreation, retail and other facilities, and the consequent estimated negative health effects of the projects pollution, given the latest information available. See: https://calmatters.org/commentary/2023/01/inland-empire-california-warehouse-development/ also: https://www.nbcnews.com/tech/tech-news/treated-sacrifices-families-breathe-toxic-fumes-california-s-warehouse-hub-n1265420

It must be noted that, a cursory map distance analysis by me indicates that virtually all, if not all of significantly concentrated sensitive receptor Specific Plan SFR Beaumont housing communities of Oak Valley Specific Plan (including Fairway Canyon, Tournament Hills, Shadow Creek): and the Heartland Specific Plan (primarily Olivewood), and Calimesa Summerwind Specific Plan Housing Developments, all of which I'm estimating at over 8000 SFR homes with seniors, families and children estimated to be well **over 40,000 people in residentially zoned communities, all are sensitive receptors are within a 2 mile radius of the project site,** and will be subjected to the various types of air, noise, light and other pollution from the 24/7 diesel truck activity in and out of the warehouses, notably the cancer causing particulate matter from the trucks diesel soot and tires, the blaring noise from the truck traffic, and the light pollution from the lighting needed to light up 5 milllion square feet of warehouses, the traffic congestion from the project.

5-7

There's also 2 elementary schools within this 2 mile radius, one of which is only 2000 feeet from the project site where children will be concentrated on site for 6 or more hours per day, engaged in physical activities or collected in classrooms, which will subject their lungs and bodies to the continuous flow of health harming pollution from the warehouses.

5-8

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Therefore the applicant needs to specifically and accurately identify the number of sensitive receptors within a 2 mile radius of the project, including the above mentioned Specific Plan Communities, schools, parks, recreation facilities, shopping centers etc. 5-9

Also any conditions of approval must involve mitigations for the health hazard and other negative effects from the project on the housing within at least a 2 mile radius of the project. See PE Article April 30, 2021: " **$47 million settlement reached in World Logistics Center lawsuit** https://www.pressenterprise.com/2021/04/29/47-million-settlement-reached-in-world-logistics-center-lawsuit/ 5-10

See also here:
https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf

Also, given the San Gorgonio Pass unique topography, climate and weather, the project does not analyze, how the Pass's wind, light, and weather conditions will carry/distribute the project's air and other pollution to, not only the sensitive receptor communities within the 2 mile radius, but also to other parts of Beaumont, Calimesa, Banning and surrounding areas. 5-11

THE DEVELOPERS CLAIM OF QUALITY ECONOMIC DEVELOPMENT IS NOT SUPPORTED BY BODY OF EVIDENCE ON THE WAREHOUSE INDUSTRY, WAREHOUSE LABOR PRACTICES, REVENUE GENERATION, AND SUSTAINABILITY.

The Beaumont General Plan States:

"Moving forward, the City will have to determine how to continue to finance, support, and enhance City businesses, services, and programs in a manner that is sustainable over the long term. The reality of limited general fund revenues will require the City to think creatively about economic development strategies that are built on principles of equity, sustainability, collaboration, and innovation."

However, given the amply available data analytics, the applicant has not provided an analysis of cost burden: the estimated initial, construction phase, and long-term maintenance costs for the project site construction, needed addition of area wide infrastructure to support the truck and other vehicular traffic, water, sewer, utilities etc., maintenance of the infrastructure over decades of use, public services, transit etc. These cost burdens have not been compared to estimated revenues to determine if the city receives an overall net financial profit/benefit from this project, not only short-term, but also throughout generations. 5-12

Also the

DEVELOPER USES PROMISE OF HOTEL AREA: HOWEVER THIS MAY NOT BE BUILT FOR YEARS Warehouses will go in first with their visual blight. This occurred with a project in Banning where the developer with a plot plan for retail could not guarantee that this would go in first, 5-13

4

since the retail area was spec. and there were no potential tenants who had shown any interest.

5-13 (CONT.)

At 30 acre's, the retail/hotel component is only 5.5% of the project acreage. Yet it comes first in the Specific Plan summary, the project misleads the public by characterizing the retail/hotel component as the major land use/attractor, when this project is, in fact, a new mega warehouse district, that will rival the existing warehouse district east adjacent.

5-14

TRAFFIC IMPACTS CANNOT BE REASONABLY MITIGATED.
Adding and Connecting the 5 million sq.ft. of the projects warehousing to 4th street via Hidden Springs Industrial Park warehouse complex will overburden the street system, which will not have the capacity to support Beaumont Pointe's truck traffic. Please note 4th street bridge (eastern edge of Hidden Canyon Project) would need to be expanded.

5-15

ACTIVE TRANSPORTATION PLAN:

Neither the city, nor the applicant have demonstrated the project will comply with SB 932 (enacted September 2022) which sets out requirements for an active transportation program and plan for the area.

5-16

DEVELOPERS EIR PROJECT OBJECTIVES:

The following are the EIR's project objectives. My responses to each objective are highlighted in **bold red font color.**

THE PROJECT OBJECTIVES ARE INCOMPATABLE WITH THE OBJECTIVES OF THE COMMUNITY AND BEAUMONT'S GENERAL PLAN. ALSO SOME OBJECTIVE CLAIMS ARE MISLEADING.

The Developer states the following objectives which are misleading and incompatible with the Beaumont General Plan and interests of Beaumont Residents.

1.2.2 PROJECT OBJECTIVES
The fundamental purpose and goal of the Beaumont Pointe Specific Plan is to accomplish the orderly development of General Commercial, Industrial, Open Space, and Open Space-Conservation land uses over the approximately 539.9-acre Project site. The Project would achieve this goal through the following Project Objectives:

A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.

5-17

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Erroneously concludes that residents demands for ecommerce require locating warehouses on this site. Developer glaringly omits that ecommerce demand is regional in nature, and that fulfillment and other warehouses are amply available in other areas in Southern California, such as Ontario, San Bernardino Valley, etc. to supply Beaumont residents with goods. Warehouse growth can occur in other areas with more industrial concentrations.

Of the projects 540 acres, 232.6 acres and 5 million square feet is for "industrial". The developer fails to call these buildings for what they are: warehouses By omitting the type of industrial use misleads the public of the uses particular environmental impact caused by warehouses: numerous types and sources of pollution, that are deadly to sensitive receptor communities near .

5-17 (CONT.)

B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.
The current land use is rural residential which is compatable with the Beaumont General plan and more condusive to the rural open space including Potrero MSHCP. Also there's a need to depart from predominance of medium/high density tract housing to lower density housing. The current zoning accomplishes that. Keeping the rural residential zoning not only preserves the visually appealing aesthetic nature of the site, but also accommodates the states need for additional housing. This proposed project will irrevocably disturb the natural terrain, vegetation, and habitat, replacing carbon and water capturing natural areas watershed with man made heat and pollution inducing infrastructure.

5-18

C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
A city and its residents economic benefits, its value, are importantly defined by the identity that a city developers for itself. Due to lax zoning and enforcement in the face of a warehouse invasion in the IE and Pass area, Beaumont's identity has dramatically changed, as its now becoming known as a "warehouse town", like others in the IE with too many warehouses in their jurisdictions. This is only getting worse, as the city has a reputation as a "warehouse friendly" jurisdiction, which is a reason why the city already has 10 million square feet of existing/operating warehouses with another 30 million square feet of warehouses in its application pipeline, including the 2 square mile project of Legacy Highlands which is located in South Beaumont. With the pollution and other negative effects that come with these massive warehouse projects, residents and families health and well being (quiet, dark skies, clean air and lungs), and property values are under threat.

5-19

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It's widely known that the type of jobs from warehouses are not sustainable in terms of upward mobility, longevity, home ownership and ensuring family financial security and wealth. The city is not working with developers to diversify land use away from the increasingly dominant logistics/warehouse land use, which leaves the city financially vulnerable if this single land use experienced a sector economic downturn. Here the city/applicant should be looking at higher ratios for retail/hospitality and other land uses to offset potential economic downturns in logistics/warehousing. For example consider a minimum 50% of a projects land/building square footage should be for non-logistics/warehouse use. Also set a citywide cap for warehouses. Also zoning classifications such as "industrial" are most likely outmoded and should be replaced with more sustainable zoning classes. For example, zoning could be classified based on the amount of pollution/blight induced by a project. Also the applicant has not provided any evidence that any tax or other revenues produced from the project will adequately offset or exceed the cities infrastructure and city service expenses (police/fire/transit/expansion of road system/infrastructure maintenance) needed to service the project and its impacted areas for the long term.

5-20

D. Creating 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. **As stated previously, warehouse jobs are not sustainable in terms of upward mobility, longevity, home ownership and ensuring family financial security and wealth. The average turnover rate for a warehouse job in Riverside County is 107%, which means the average worker works less than one year. Warehouse industry is also notoriously known for poor labor protections, unsafe and stifling working environment (no AC in the hot summers, no adequate breaks, working beyond 40 hours without extra pay, no breast feeding areas, lack of adequate bike racks/bike storage, showers, bathrooms, break areas, food service, building complex bikeway systems, pedestrian walkways.**

Warehouse jobs do not improve the housing balance because warehouse wages cannot support an income that allows a worker to qualify for home ownership.

5-21

E. Fulfilling a need in the City and region wellness-based retail, including entertainment, recreation, hospitality, and restaurants. **This is misleading, the retail/entertainment component will be miniscule (around 5.5% of total project area).**

5-22

F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region. **This is misleading: there will be no "variety of future tenants" in terms of a variety of land uses. Virtually all tenants will be using the warehouses for logistics uses: refrigeration, distribution, sorting,**

5-23

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"fulfillment". Also truck traffic will dramatically increase on local streets and increase VMT. Trucks are the only mode transporting the projects goods. SR60 and I10 are already at capacity, and cannot be expanded to support the projects additional truck traffic. Also trucks from east adjacent warehouses are already using Potrero Blvd Bridge to Oak Valley to Oak Valley Blvd/10 overpass, streets which were designed for residential communities. Trucks are conflicting with resident's who use these streets to traverse for local needs. Also trucks are using Viele Ave., Calilfornia Ave., and First St.. These streets were not designed or have the capacity to support the increased truck traffic from existing and proposed warehouses.

5-23 (CONT.)

G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence. **Misleading: See other comments: applicant has not substantiated this. CIP history for warehouses nearby prove otherwise. There will be a substantial need, increase and burden on existing infrastructure. Project will require significantly expanding infrastructure. For example Hidden Canyon IP had to revise its development agreement to allow it to build substantially more sewer to support sewer demand generated from warehouses. Beaumont Point project applicant already knows the additional infrastructure needed to be added for this project. The applicant needs to disclose this information. Mitigations that show how, and what kind infrastructure will be necessarily expanded in the Beaumont area need to be specifically addressed: Expansion of Sewer, Water, Streets, Roads, SR60, I10 interchange, Oak Valley/I10 interchange, Pennsylvania Ave, Ist Street/SR79 intersection, Ist Street to Highland Springs Ave.**

5-24

H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts. **This is misleading. There is no variety. Projects warehouse buildings are rectangular boxes, there is no variation. Changing sizes and "building configurations" cannot change this. There's only so much a coat of paint can do to disguise lack of variety.**

5-25

I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available. **Misleading: Vegetation landscaping is a minimal component. Water needs, given climate change have not been analyzed. There's no analysis of the potential fire danger the warehouses will have on nearby hilly grasslands and open spaces.**

5-26

8

OTHER CONCERNS

Pertinent CEQA Law needs to be addressed:

1. The California Environmental Quality Act ("CEQA") (Public Resources Code § 21100 et seq.), enacted in 1971, requires government agencies to consider the environmental consequences of their actions before approving projects subject to CEQA's provisions.
2. The Environmental Impact Report ("EIR") is considered "the heart" of CEQA. To effectuate the Legislature's goals of environmental protection, CEQA provides that an adequate EIR must evaluate all potentially significant environmental impacts of a proposed project including both direct and indirect impacts as well as cumulative impacts. (State CEQA Guidelines, §§ 15126, 15126.2 (a), 15130)
3. CEQA establishes a substantive mandate on the part of the lead agency to mitigate the significant environmental impacts of a project. (Public Resources Code § 21002, 21002.1; State CEQA Guidelines, § 15021 (a).) A lead agency may not approve a project for which there are significant environmental impacts unless the agency makes findings that: (a) mitigation measures have been required of the project which avoid or substantially lessen the significant environmental impacts, or (b) mitigation measures are found to be infeasible based on substantial evidence. (Public Resources Code §§ 21081, 21081.5; State CEQA Guidelines, §§ 15091 (a)(b), 15092 (b).)
4. 42. CEQA additionally provides that adopted mitigation measures must be certain and enforceable. (Public Resources Code § 21081.6(b); State CEQA Guidelines, § 15126.6(a)(2).) The lead agency must ensure that mitigation measures are required by or incorporated into the project to ensure that the measures are actually carried out. (Public Resources Code § 21081.6 (a), (b).)
5. 43.CEQA's provides that a lead agency must evaluate alternatives to the proposed project, or the location of the project, which would attain most of the basic objectives of the project but would avoid or substantially lessen any of the project's significant environmental effects. (State CEQA Guidelines, § 15126.6 (a).) The lead agency has a duty to adopt a project alternative if it is feasible. (Public Resources Code § 21002) A lead agency may not reject an alternative unless the agency makes findings supported by substantial evidence showing that the alternative is infeasible. (Public Resources Code, §§ 21081, 21081.5; State CEQA Guidelines, §§ 15091 (a)(3), 15092.)
6. Residents and others will understandably say the EIR failed to adequately evaluate impacts to/from including, but not limited to, aesthetics, air quality, biology, energy, greenhouse gas emissions, land use, noise, and traffic. By way of example, Petitioner and others commented that:
7. a) Aesthetic impacts have not been fully evaluated, and impacts are significant contrary to the conclusions of the EIR because the Project introduces large industrial buildings where no buildings currently exist in the natural visual setting. Likewise, the impacts of construction grading activities have not been fully evaluated and indeed the grading

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plan does not show that impacts are less than significant based on substantial evidence in the record, particularly when it is known that the site contains steep terrain. It is known that the Project entails substantial earthwork.

8. b) The EIR's analysis of the Project's energy impacts is inadequate in terms of the requirements of CEQA Guidelines, Appendix F. The City/County failed to require sufficient analysis of the Project's energy consumption, transportation energy impacts, and to demonstrate that the Project is taking steps to reduce dependency on fossil fuels. For instance, the City/County failed to evaluate or demonstrate how the Project "increases reliance on renewable energy sources." Moreover, purported requirements to use solar power for the Project's energy needs or to obtain LEED Certification are illusory and not based on enforceable CEQA mitigation measures.
9. c) The analysis of the Project's greenhouse gas emission ("GHG")impacts is based on the County's Climate Action Plan ("CAP"), but the EIR's conclusion of less than significant is not based on substantial evidence. The Project is a substantial source of new GHG emissions, predominately due to the Project's mobile emissions. Alleged compliance with the CAP is not substantial evidence that the Project's GHG impacts are less than significant particularly when the Project only partially satisfies many of the CAP measures (*e.g.*, energy saving features) that supposedly demonstrate compliance with the CAP. And, the Project takes virtually no steps to reduce mobile emissions. Moreover, the EIR relies upon illusory measures and uncertain mitigation in determining that the Project is compliant with the CAP. For instance, the applicant may dispense with all design features listed in the EIR and substitute them for "equivalent" measures after Project approval.
10. Contrary to the EIR's conclusions, there are significant land use impacts due to the Project's marked deviations from the City's General Plan and the County's General Plan and PAP (Pass Area Plan). Compared to the existing land use designations of the site and surrounding land use designations and uses, the Project is a very intense use and, as a result, brings much greater impacts such as traffic. The Project meets the County's threshold of significance for land use impacts, contrary to the EIR's conclusions, namely the Project would (a) result in a substantial alteration of the present or planned land use of the area; (b) be incompatible with the site's existing or proposed zoning; (c) be incompatible with existing surrounding zoning; (d) be incompatible with existing and planned surrounding land uses; and (e) be inconsistent with the land use designations and policies of the General Plan.
11. e) The EIR concludes that noise impacts during construction and operational phases are less than significant, but this is not demonstrated based on substantial evidence in the record. The EIR's noise analysis indicates, for instance, that construction noise levels are well above ambient conditions at the nearest homes to the Project site; accordingly, the Project results in "a substantial temporary increase in ambient noise conditions," *i.e.*, the Project exceeds an adopted threshold of significance. Further, it not shown in the record that construction noise mitigation is effective at lessening impacts. With respect to operational noise, the noise analysis omits important pieces of information such as existing ambient noise measurements at residences to the north of the Project site, or those planned south of the Project site. The EIR also omits analysis

5-33 (CONT.)
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of traffic noise on residential receptors. The Project generates thousands of trucks per day traveling on 4th Street, Potrero Blvd, and surrounding streets in close proximity to existing and future residences. The noise analysis, however, entirely omits these residences from the noise study, which is improper in light of CEQA's informational purposes.

12. The EIR's conclusion of less than significant impact with respect to growth-inducement is contrary to the evidence. The Project brings major utilities infrastructure and road improvements to the otherwise rural area, thus enabling future development. For instance, the Project will construct water tanks and a booster station for use by the Beaumont Cherry Valley Water District to serve existing and other development in the service area. Thus the Project removes obstacles for growth by providing infrastructure that would be needed for future growth. The Project's land use amendments also have the potential to set a precedent for similar large-scale industrial development in the rural area. The EIR speciously asserts there are no growth inducing impacts because the existing land use has historically accommodated a variety of industrial and commercial uses." This statement is contrary to the evidence including statements in the EIR that the project site and surrounding hills are predominately rural and not developed with industrial and commercial uses.
13. Not all feasible mitigation was required of this Project, and Petitioner and others proposed feasible mitigation that has not been shown to be infeasible based on substantial evidence in the record.
14. Mitigation with respect to the Project's significant air quality (NOx) impacts, is needed such as requiring that the Project incorporate the phase-in of electric, hybrid electric, hydrogen electric, or battery operated (*i.e.*, non diesel) trucks. The City/County has declined to adopt feasible mitigation to address significant impacts, and the County has failed to make findings supported by substantial evidence that the measure is infeasible.
15. the Project should be limited to the assumptions of the air quality study in terms of truck trips (number and trip length) in order to ensure that significant impacts (NOx) are not more severe than assumed by the EIR. The County declined to adopt feasible mitigation to address significant impacts, and the County failed to make findings supported by substantial evidence that the measure is infeasible.
16. The project buildings should required to be built with an earthen roof and be inserted into and surrounded by earth from the hillsides so as not be able to be seen or install solar panels sufficient to achieve "net zero", *i.e.*, handle the peak energy demands of the Project for both buildings. The County declined to adopt feasible mitigation to address significant impacts, and the County failed to make findings supported by substantial evidence that the measure is infeasible.
17. Proposed mitigation measures are uncertain, unenforceable, ineffective and/or deferred in violation of CEQA
18. The applicant fails to adequately consider alternatives to the proposed Project, including alternative sites, consistent with the mandate of State CEQA Guidelines § 15126.6 (a). The EIR, unreasonably restricts the criteria for analysis of alternative sites, when it is known that there are other feasible sites available for construction of the

5-37 (CONT.)
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Project. Moreover, the alternative sites are not infeasible, within the meaning of CEQA, but rather undesirable to the applicant, which by itself is not a valid reason for rejecting an alternative under CEQA.

5-44 (CONT.)

I reserve the right to provide additional comments on this project.

Given that the notification process makes it very difficult for most Beaumont residents to review the DEIR, I'm requesting that the public comment period is extended an additional 30 days to March 8, 2023.

5-45

Ron Roy
Beaumont Resident.

12

Responses to Comment 5

Roy, Ron, dated February 8, 2023.

5-1 This comment consists of introductory remarks and expresses opposition to the Project for the reasons provided in Comments 5-2 through 5-45, addressed below. The commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-2 The commenter expresses concerns related to aesthetics of the proposed warehouse portion of the Project and states that no efforts were made to disguise, reasonably mix, or otherwise balance the warehouse buildings with other more attractive land uses, the surrounding natural foothills and wildlife, the nearby streams, and potential already built-in community nature recreation areas.

The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat as required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, are not anticipated to block major 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 and Frontage Road. Specifically, the topography to the north near SR-60 will be higher than the finished grade building pads for the proposed industrial uses, which would limit the views of the proposed structures from SR-60. Under Project conditions, SR-60 and Frontage Road are anticipated to continue to provide intermittent and partial views to the existing ridgelines (refer to Pages 4.1-9 to 4.1-10).

The Project would include Project Design Features PDF 1-1, which would require development implementing the Beaumont Pointe Specific Plan to comply with the Development Standards set forth in Chapter 3 and the Design Guidelines related to Architectural Design and Landscape Design in Chapter 4 of the Specific Plan. Conformity to the Development Standards and Design Guidelines would be addressed by the City's future review of implementing building permits for compliance with the Specific Plan's requirements and would serve to reduce and/or avoid impacts relating to aesthetics.

This comment does not raise any issues relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-3 The commenter states that the Project's land use is out of balance with the needs of the City and unreasonably stretch the existing warehouse district east. The commenter states that there need to be limits placed on industrial use.

This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required.

However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-4 The commenter refers to CEQA Guidelines Section 15126, and incorrectly states that the Draft EIR did not provide a no project alternative or appropriately analyze alternative sites, which should have included a minimum of three sites. The commenter states that warehouses need to be concentrated in districts that are far away from residential areas.

Existing residential land uses near the Project site are those across the SR-60 Freeway to the north. Additionally, the Project site is located to the east of the industrial area of the City. As discussed in Section 6.0, *Alternatives*, of the Draft EIR, the No Project/No Development Alternative was analyzed (refer to Pages 6-9 to 6-15). The Existing City General Plan Alternative was also discussed (refer to Pages 6-15 to 6-22). Additionally, the alternative sites alternative was analyzed under alternatives considered and rejected (refer to Pages 6-5 to 6-6). The Draft EIR concluded that 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 15126.6(b)). 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. Given the size and type of the proposed development, a similarly sized project and land use elsewhere in the South Coast Air Basin would result in the same or greater project-level and cumulative air quality, GHG emissions, and transportation impacts. 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. Furthermore, there are no alternative sites within the City or its sphere of influence that are similarly sized that would be suitable for industrial and commercial uses proposed by the Project. Other developable land within the City would either require a general plan amendment and zone change or would place industrial and commercial uses closer to established residential communities. Additionally, the Project Applicant does not own or control another suitable site that would achieve the underlying purpose and objectives of the Project. As a result, this alternative was rejected from further consideration and no further response is required.

5-5 The commenter cites a section of Page 34 of the City's General Plan related to the City's goal to expand and enhance employment opportunities. The comment states that warehouse projects cause jobs that are overwhelmingly low wage, extremely high turnover with high injury rates, with poor prospects for upward mobility, that increasingly are replaced by automation, and unable to allow workers to achieve American Dream goals of home-owner ship, raise a family and achieve a secure retirement. The commenter states that the warehouse industry is completely in opposition with the economic goals of the city. Further, the commenter states that the city has not demonstrated that the "revenues" from warehouses are in any way sustainable for the city, especially with the expense to the city of building the infrastructure and services to support warehouses; and, therefore, the project would not support and revitalize the future growth and economic development in the Sphere of Influence.

It is recognized that as part of the City's decision making on whether or not to approve a project, the City considers the economic benefits to the City, including revenue and future growth. In accordance with CEQA, the EIR considers the Project's impact to the physical environment.

CEQA Guidelines Section 15131 state that "an economic or social effect of a project shall not be treated as a significant effect on the environment." It should be noted Section 4.14, *Population and Housing*, addresses Project generated employment. It is estimated that the Project would generate approximately 5,456 permanent jobs to support the Industrial and General Commercial land uses proposed on site.

This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-6 The commenter expresses concern related to the Project's impacts to sensitive receptor communities and schools. The commenter states that the Draft EIR failed to identify sensitive receptors within a 1-3 miles radius, or provide data showing the amount of particulate matter, noise, light, and other sources of pollution, on every house within a 2-mile radius of the Project, as well as affected schools, recreation, retail and other facilities, and the consequent estimated negative health effects of the Project's pollution.

The Draft EIR complied with conservative protocols specified by the South Coast Air Quality Management District to determine air quality impacts and determine potential impacts to adjacent land uses and other sensitive receptors. For air pollution health risks, this is done through a Localized Significance Thresholds (LST) analysis and health risk assessment. As shown in Section 4.3, *Air Quality*, of the Draft EIR, results of the LST analysis indicate that the Project will not exceed the South Coast AQMD localized significance thresholds during construction or operation (refer to Page 4.3-47). Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations due to the Project. Additionally, as discussed in Section 4.3, *Air Quality*, of the Draft EIR, a Health Risk Assessment (*Technical Appendix B2*) was prepared to analyze the Project's potential health risks to sensitive receptors, including residences, workers, and schools. The Health Risk Assessment identified that the sensitive receptor with the greatest potential exposure to Project diesel particulate matter (DPM) source emissions was at Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. Any impacts to residents located further away from the Project site than the modeled residential receptor would have a lesser impact than what has already been disclosed in the because concentrations dissipate with distance. At this location, cancer and non-cancer health risks were determined to be less than significant (refer to Page 4.3-45 and 4.3-46).

Moreover, there are no schools located within a quarter mile of the Project site. The closest school to the Project site is Tournament Hills Elementary School, located approximately 1.4 miles northeast to the Project site. Based on California Air Resources Board (CARB) and South Coast AQMD emissions and modeling analyses, an 80% 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. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project (refer to Page 4.3-46).

As discussed in Section 4.13, *Noise*, of the Draft EIR, Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations

following Project buildout. The Draft EIR determined that the Project would have significant off-site traffic noise level increase at three roadway segments (4th Street east and west of Potrero Boulevard and east of Veile Avenue). However, these locations are located in industrial areas and are not located immediately adjacent to any noise sensitive land uses (refer to Page 4.13-39).

Additionally, according to the Project's Conceptual Lighting Study, which was prepared in compliance with Beaumont Municipal Code Chapter 8.50, lighting generated from the proposed industrial and general commercial uses to the trespass line is at an average of zero footcandles and a maximum of 0.7 footcandles. Therefore, the Draft EIR adequately analyzed air quality, noise, and lighting impacts to sensitive receptors and no revisions to the Draft EIR are required.

5-7 The commenter further details the previous comment related to air quality, noise, and lighting impacts to sensitive receptors (residential communities) within a 2-mile radius of the Project site. Refer to response to Comment 5-6 above for a detailed discussion on each impact to sensitive receptors. Additionally, it is not necessary to study every single receiver location surrounding Project site because health risks are evaluated based on the maximally exposed individual receptor. Additionally, receivers located at similar distances from the Project site with similar ground elevations, orientation, and intervening physical conditions (e.g., walls, landscaping) as the modeled receptor locations would experience noise levels the same or very similar to those disclosed. Thus, no further response is required.

5-8 The commenter states there are two elementary schools within a 2-mile radius of the Project site, one of which is 2,000 feet from the Project site and expresses concern on air quality impacts to the students. As discussed in response to Comment 5-6, the closest school to the Project site is Tournament Hills Elementary School, located approximately 1.4 miles northeast to the Project site. The Project does not have the potential to result in significant health risks to schools as there is an approximate 80% drop-off in pollutant concentrations at approximately 1,000 feet from a distribution center and emissions diminish substantially between 500 and 1,000 feet from emission sources (refer to Page 4.3-46). Thus, no further response is required.

5-9 The commenter states that the EIR needs to specifically and accurately identify the number of sensitive receptors within a 2-mile radius of the project, including the Specific Plan Communities, schools, parks, recreation facilities, shopping centers etc. The surrounding land uses were fully disclosed in Section 3.3.2 of the Draft EIR. As described in response to Comments 5-6 through 5-8, the EIR provided a conservative analysis to determine environmental impacts and air quality, noise, and lighting impacts to sensitive receptors. Thus, no revisions to the Draft EIR are required.

5-10 The commenter provides a link to the news article regarding the World Logistics Center settlement agreement and states that the conditions of approval must involve mitigation for health hazards and other effects from the Project on residences within a 2-mile radius. Refer to response to Comments 5-6 through 5-8. In accordance with CEQA, the Draft EIR identifies all environmental impacts of the Project and incorporates all feasible mitigation measures to reduce Project impacts.

5-11 The commenter states that, given the San Gorgonio Pass unique topography, climate and weather; the Project does not analyze how the Pass's wind, light, and weather conditions will carry/distribute the Project's air and other pollution to, not only the sensitive receptor communities within the 2-mile radius, but also to other parts of Beaumont, Calimesa, Banning and surrounding areas.

The commenter is incorrect. Analysis of air quality impacts to sensitive receptors did take into account the area's meteorology and other unique characteristics that would affect pollutant dispersion. As discussed in the Project's Health Risk Assessment (HRA; *Technical Appendix B2*), the analysis has been conducted in accordance with the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the Lakes AERMOD View (Version 10.2.0) to calculate annual average particulate concentrations associated with site operations. The model requires additional input parameters including emission data and local meteorology. Meteorological data from the South Coast AQMD's Banning (BNAP) monitoring station (SRA 29) was used to represent local weather conditions and prevailing winds. Thus, no revisions to the Draft EIR are required.

5-12 The commenter states the analysis of cost burden of the Project has not been compared to estimated revenues to determine if the city receives an overall net financial profit/benefit from this project, not only short-term, but also throughout generations. Refer to response to Comment 5-5 related to economic impacts and CEQA. Additionally, as part of the annexation process into the City which will occur after the City considers the EIR, a fiscal impact analysis is required to be provided to the City. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-13 The commenter raises concern related to the timing of the development of the proposed hotel compared to the warehouse uses; stating that the hotel may not be built for years. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

It should be noted that the General Commercial uses are planned in the final Phase 3 (2027) of Project buildout. As stated in Section 3.0, *Project Description*, of the Draft EIR, the Project is proposed to be developed in three phases with the construction of the General Commercial uses, including the hotel during Phase 3. Additionally, the creation of jobs under Phase 1 from the warehouse use would result in the demand of additional commercial uses in the area. The Draft EIR adequately discloses the timing of the type of development for each phase.

5-14 The commenter states that the EIR misleads the public by characterizing the retail/hotel component as the major land use/attractor in the Specific Plan summary.

The commenter is referring to Table 3-1 of the Draft EIR, which presents the land use statistical summary to provide the total acreage and square footage for each planning area and associated land use. The statistical summary was presented in the order of planning areas and was not intended to mislead the public. Additionally, the hotel use was identified separately to indicate

that the 125 hotel rooms are in addition to the target development intensity of 246,000 square feet of General Commercial uses. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-15 The commenter expresses concern on the Project's impacts on traffic on 4th Street and states the 4th Street bridge would need to be expanded.

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 that the VMT method of analysis, rather than LOS, be utilized to determine transportation impacts, a Traffic Impact Analysis (TIA) was prepared for the Project and included as *Attachment C* of this Final EIR. As discussed in the Project's (TIA), recommended improvements needed to address the cumulative deficiencies identified under Existing (2020), E+P (Phase 1, Phase 2, and Buildout), Opening Year Cumulative (2023), Opening Year Cumulative (2025), Opening Year Cumulative (2027), and Horizon Year (2045) traffic conditions are shown in Table 1-4. 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. Moreover, as stated in Section 3.0, *Project Description*, of the Draft EIR, 4th Street between Jack Rabbit Trail and Potrero Boulevard is being constructed across the Hidden Canyon Industrial Park site as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb (refer to Page 3-3). Therefore, no further response is required.

5-16 The commenter states that the Project has not demonstrated compliance with SB 932 (enacted September 2022) which sets out requirements for an active transportation program and plan for the area.

SB 932 requires a county or city to identify high-injury streets and intersections in its General Plan and prioritize safety improvements to reduce traffic collisions. This would be implemented by cities and the counties as part of comprehensive local and regional planning efforts. SB 932 does not place a requirement on the proposed Project or other specific development projects. Therefore, no further response is required.

5-17 The commenter states the Project Objectives are misleading and incompatible with the objectives of the community and Beaumont's General Plan.

CEQA Guidelines section 15124 requires that the project description in the EIR shall include statement of the objectives sought by the proposed project. In accordance with this section, the project objectives are intended to:

. . . help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.

The Project Objectives in the EIR were prepared in accordance with CEQA requirements and are not misleading or incompatible with the objectives of the community and Beaumont's General Plan. Rather, the Objectives document the underlying purposes of the Project in order to develop a reasonable range of alternatives (refer to Section 6.0, *Alternatives* of the Draft EIR) and support the Project findings.

The commenter provides specific reasons that this applies to each of the Project Objectives, which are addressed in response to Comments 5-17 through 5-26.

Under Objective A,[12] the commenter states that the objective erroneously concludes that residents' demands for ecommerce require locating warehouses on this site and omits that ecommerce demand is regional in nature, and can occur in other areas in Southern California. Additionally, the commenter incorrectly states that the EIR omits the types of industrial uses proposed, namely warehousing, which misleads the evaluation of environmental impacts.

As described in Objective A, one of the purposes of the Project is to locate industrial uses in an area with a growing demand for these types of uses, while minimizing impacts by locating the buildings away from sensitive receptors, near other compatible industrial uses and close to the regional transportation network. Objective A does not discount that there is also a growing demand for industrial uses throughout southern California and in the Inland Empire.

The Draft EIR includes the types of users that would be allowed in the Industrial designation. As stated in Section 3.0, *Project Description*, of the Draft EIR, the Industrial uses in the Planning Areas (PAs) 3 through 8 of Specific Plan would accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse (up to 100,000 sf), and e-commerce operations and includes self-storage uses (permitted only on PA 3). The full list of uses permitted, conditionally permitted, and ancillary in these PAs is provided in the Specific Plan, Chapter 2, Development Plan. Additionally, the Project consists of a Specific Plan and the future occupants of the Project's industrial buildings and commercial area are currently unknown. Upon adoption of the Specific Plan, subsequent project subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required for construction to occur and to demonstrate consistency with the Specific Plan.

Furthermore, impacts relating to air quality to sensitive receptors were fully evaluated in Section 4.3, *Air Quality*, of the Draft EIR.

5-18 Under Objective B,[13] the commenter states that the current land use is rural residential which is compatible with the Beaumont General Plan and more conducive to the rural open space,

[12] Objective A - Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.

[13] Objective B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.

including the MSHCP. The commenter expresses his opinion regarding the need for lower density housing rather than medium/high density tract housing. The commenter states that keeping the rural residential zoning not only preserves the visually appealing aesthetic nature of the site, but also accommodates the need for additional housing. Additionally, the commenter states that the proposed project will irrevocably disturb the natural terrain, vegetation, and habitat, replacing carbon and water capturing natural areas watershed with man-made heat and pollution inducing infrastructure.

The commenter is correct that the Project site is currently designated rural residential in the City's General Plan. As a point of clarification, the land use regulations for the Project site are currently under the jurisdiction of Riverside County and set forth in the Pass Area Plan with a designation of Rural Mountainous. The Project site is located in the City's Sphere of Influence and is designated in the City's General Plan as Rural Residential 1(refer to Pages 4.11-2 to 4.11-3 of the Draft EIR). However, the Project site has not been zoned or pre-zoned by the City and there is currently no allowed development at the Project site.

The commenter's concerns regarding the natural terrain, vegetation/habitat and the development impact have been addressed throughout the Draft EIR. As concluded in Section 4.4, *Biological Resources*, of the Draft EIR, the Project would result in less than significant impacts with the incorporation of mitigation measures and the Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines, which includes conservation of 230.82 acres of open space. Thus, no revisions to the Draft EIR are required.

5-19 Under Objective C,[14] the commenter expresses concern with the influx of warehouse projects in the City and its impacts on residents. The commenter states that the city has a reputation of being warehouse friendly and is concerned with pollution and other negative effects that come with massive warehouse projects, residents and families' health and well-being (quiet, dark skies, clean air and lungs), and property values are under threat. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-20 Under Objective C, the commenter further states that the type of jobs from warehouses are not sustainable in terms of upward mobility, longevity, home ownership and ensuring family financial security and wealth. The commenter suggests that the city should impose a cap on warehousing and revise zoning for more sustainable land uses to protect against an economic downturn and costs to the city. Additionally, the commenter requests evidence that tax or other revenues produced from the project will adequately offset or exceed the cities infrastructure and city service expenses (police/fire/transit/expansion of road system/infrastructure maintenance) needed to service the project and its impacted areas for the long term.

[14] Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

Refer to response to Comment 5-5 on the details on the Project's economic benefits. It should be noted that a Fiscal Impact Analysis will be required as part of the proposed annexation. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-21 Under Objective D,[15] the commenter states that warehouse jobs are not sustainable in terms of upward mobility, longevity, home ownership and ensuring family financial security and wealth; and goes on to explain the poor working conditions of the warehouse industry. It does not acknowledge the Objective's purpose to create new job opportunities in the City, improve the jobs to housing balance, and reduce the need for workers to commute long distances. Additionally, Transportation Demand Management (TDM) program strategies as part of Mitigation Measure MM 4.3-6 include promoting bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site, providing secure bicycle storage space equivalent to 2% of the automobile parking spaces provided, and providing meal options on-site or shuttles between the facility and nearby meal destinations. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-22 Under Objective E,[16] the commenter states that the objective is misleading due to the retail/entertainment component being miniscule (around 5.5% of total project area). The commercial area is up to 246,000 sf in addition to the 90,000 square foot hotel. Nevertheless, this comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-23 Under Objective F,[17] the commenter states that the objective is misleading because there will be no variety of future tenants in terms of a variety of land uses. Additionally, the commenter states that trucks are conflicting with streets designed for residential communities, such as Viele Avenue, California Avenue, and First Street.

The Project Objective describes that the variety of future tenants includes light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor. Additionally, as stated in Section 3.0, *Project Description*, of the Draft EIR, the industrial uses in the Planning Areas (PAs) 3 through 8 of Specific Plan would

[15] Objective D. Creating new job opportunities within the City of Beaumont which to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances

[16] Objective E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.

[17] Objective F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.

accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse (up to 100,000 sf), and e-commerce operations and includes self-storage uses permitted only on PA 3. The full list of uses permitted, conditionally permitted, and ancillary in these PAs is provided in the Specific Plan, Chapter 2, Development Plan.

All Project truck traffic will access 4th Street to the east through industrial areas. Interim regional access to the Project site is available from the SR-60 Freeway via Western Knolls and Veile Avenue/6th Street interchanges and the I-10 Freeway via the Oak Valley Parkway and Beaumont Avenue interchanges. Once the Potrero Boulevard interchange is constructed, regional access to the Project site would be available from the SR-60 Freeway/Potrero Boulevard and I-10 Freeway/Oak Valley Parkway interchanges (refer to Exhibits 4-2 and 4-4 of the Traffic Analysis, *Attachment C* of this Final EIR). Project trucks would not travel on residential streets, including residential areas adjacent to Viele Avenue, California Avenue and First Street. Trucks would travel through industrial areas and roadways that are not immediately adjacent to any noise sensitive land uses. Accordingly, no revisions to the Draft EIR are required.

5-24 Under Objective G,[18] the commenter states the objective is misleading and states that there will be a substantial need, increase, and burden on existing infrastructure due to the need for the expansion of infrastructure. The commenter states that the applicant should disclose the required infrastructure improvements in the Beaumont area, including the expansion of sewer, water, Freeways and roadways.

As discussed in Section 3.0, *Project Description*, roadways, water, sewer, and drainage systems required for the Project are disclosed in detail (refer to Pages 3-11 to 3-15, Figures 3-18, *Conceptual Potable Water Phasing Plan*, 3-19, *Conceptual Reclaimed Water Phasing Plan*, 3-20, *Conceptual Sewer Phasing Plan*, and 3-21, *Conceptual Drainage and Water Quality Phasing Plan*, and Table 1-4 of the Project's Traffic Analysis, *Attachment C* of this Final EIR). The precise location of roadways, access points, alignments and sizing of sewer facilities identified in the Draft EIR are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont Public Works Department and to address final grading requirements. Additionally, 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. Accordingly, no revisions to the Draft EIR are required.

5-25 Under Objective H,[19] the commenter states the objective is misleading stating that there is no variation in warehouse buildings.

[18] Objective G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.

[19] Objective H. Developing range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality business to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.

This Project Objective relates to the variety of warehouse facility operations. The building design would be required to meet the development standards and design guidelines of the Beaumont Pointe Specific Plan. This comment does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR and thus no further response is required. However, the commenter's concerns are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

5-26 Under Objective I,[20] the commenter states the objective is misleading because vegetation landscaping is a minimal component, water needs and fire danger have not been analyzed.

The Landscape Design Guidelines of the Beaumont Pointe Specific Plan provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting. Alternative plant species may be used provided that they are drought-tolerant and complement the Project's design theme. The landscaping plan serves the dual purpose of adding year-round visual appeal while being sensitive to the environment and the Southern California climate, by using drought-tolerant materials. Additionally, the Project's Fuel Modification Area and Fuel Modification Zone would be planted with drought-tolerant, less flammable plants. Water demand for the Project is analyzed in Section 4.19, *Utilities and Service Systems*, of the Draft EIR (refer to Pages 4.19-22 to 4.19-23). Additionally, wildfire impacts are discussed in Sections 4.9, *Hazards and Hazardous Materials*, and 4.20, *Wildfire*, of the Draft EIR and found to be less than significant. Accordingly, no revisions to the Draft EIR are required.

5-27 The commenter states CEQA requires government agencies to consider the environmental consequences of their actions before approving projects subject to CEQA's provisions.

The Draft EIR was prepared in accordance with CEQA Guidelines and is presented to the Lead Agency prior to approval of the Project. Thus, no further response is required.

5-28 The commenter states the EIR must evaluate all potentially significant environmental impacts of a proposed project including both direct and indirect impacts as well as cumulative impacts.

The Draft EIR evaluated all potentially significant direct, indirect, and cumulative environmental impacts of the Project. Table 2-1, *Location of CEQA Required Topics in this EIR*, of the Draft EIR, provides a reference to Draft EIR sections that the CEQA-required content is provided, including CEQA Guidelines Sections 15126, 15126.2 (a), 15130. Accordingly, no revisions to the Draft EIR are required.

5-29 The commenter states CEQA establishes a substantive mandate on the part of the lead agency to mitigate the significant environmental impacts of a project and a lead agency may not approve a project for which there are significant environmental impacts unless the agency makes findings that: (a) mitigation measures have been required of the project which avoid or substantially lessen the significant environmental impacts, or (b) mitigation measures are found

[20] Objective I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.

to be infeasible based on substantial evidence under CEQA Guidelines, Sections 15021 (a), 15091 (a)(b), and 15092 (b).

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible (CEQA Guidelines Section 15021). The Draft EIR was prepared in accordance to CEQA and provides feasible mitigation measures for each potentially significant environmental impact that would lessen the significant environmental impacts, or finds that mitigation measures infeasible based on substantial evidence. A summary of mitigation measures for the Project are provided under Table 1-1 *Summary of Impacts, Mitigation, and Levels of Impact*, of the Draft EIR. Accordingly, no revisions to the Draft EIR are required.

5-30 The commenter states mitigation measures must be certain and enforceable and the lead agency must ensure that mitigation measures are required by or incorporated into the project to ensure that the measures are actually carried out under Public Resources Code Section 21081.6 (a) and (b) and CEQA Guidelines Section 15126.6(a)(2).

As discussed in Section 2.0, *Introduction and Purpose*, of the Draft EIR, in compliance with Public Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for the Draft EIR. The MMRP is required to be adopted by the City Council 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 (refer to Page 2-17). CEQA Guidelines Section 15126.6(a)(2) does not exist; the commenter may be referring to Section 15126.4(a)(2), which states that mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. Through adoption of the MMRP, the Project is compliant with CEQA Guidelines Section 15126.4(a)(2). Accordingly, no revisions to the Draft EIR are required.

5-31 The commenter states CEQA's provides that a lead agency must evaluate alternatives to the proposed project, or the location of the project, which would attain most of the basic objectives of the project but would avoid or substantially lessen any of the project's significant environmental effects, the lead agency has a duty to adopt a project alternative if it is feasible, and lead agency may not reject an alternative unless the agency makes findings supported by substantial evidence showing that the alternative is infeasible under CEQA Guidelines Section 15126.6 (a), 15091 (a)(3), and 15092 and Public Resources Code Section 21002, 21081, and 21081.5.

CEQA's requirements are stated in the relevant provisions and the comment does not summarize the provisions correctly. Alternatives to the Project are discussed in Section 6.0, *Alternatives*, of the Draft EIR in accordance to CEQA. Accordingly, no revisions to the Draft EIR are required.

5-32 The commenter states that the Draft EIR failed to adequately evaluate impacts to/from including, but not limited to, aesthetics, air quality, biology, energy, greenhouse gas emissions, land use, noise, and traffic. The commenters reasoning for these statements are provided in the subsequent portion of the commenter letter; refer to response to Comments 5-33 to 5-37, below. Thus, no further response is required.

5-33 The commenter states that the aesthetic impacts and construction grading activities have not been fully evaluated but does not provide supporting evidence to justify these claims.

As discussed in Section 4.1, *Aesthetics*. of the Draft EIR, although the Project would convert undeveloped hillside areas to industrial and commercial development, it would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings, because the existing hillsides surrounding the Project site would be maintained, limiting views of the development. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, would not 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 and Frontage Road. Views of the Project site from the SR-60 Freeway along the Project frontage will include existing landform, manufactured slopes, landscaping, and intermittent views of the proposed buildings. Therefore, the proposed development would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings. Construction grading impacts are also discussed in detail in Section 4.1 (refer to Pages 4.1-12 to 4.1-16) and project impacts from grading were not found to be significant taking into account the on-site terrain. Accordingly, no revisions to the Draft EIR are required.

5-34 The commenter states that the Draft EIR's analysis of the Project's energy impacts are inadequate in terms of the requirements of CEQA Guidelines, Appendix F, and failed to require sufficient analysis of the Project's energy consumption, transportation energy impacts; and does not demonstrate with substantial evidence that the Project would increase reliance on renewable energy sources and that mitigation measures are unenforceable.

The commenter does not explain how the mitigation measures are unenforceable. The Project's energy consumption, transportation energy impacts, and energy efficiency and conservation measures are discussed in Section 4.6, *Energy*, of the Draft EIR (refer to Pages 4.6-9 to 4.6-32). To further reduce energy use associated with Project operations to the extent feasible, the Project would incorporate the following features into the new facility thus also complying with the requirements of Appendix F of the State CEQA Guidelines to achieve the goal of energy conservation by decreasing reliance on fossil fuels such as coal, natural gas and oil; and increasing reliance on renewable energy sources. In accordance with Mitigation Measure 4.8-1, prior to issuance of each building permit, the Project Applicant shall provide documentation to the City as part of the plan check process, demonstrating implementation of the Riverside County Climate Action Plan (CAP), which includes solar photovoltaic panels that will meet a minimum of 20% of the power needs of the Project. Implementation of the Project would increase the demand for electricity and natural gas at the Project site and petroleum consumption in the region during operation. However, the electrical and natural gas consumption demands of the Project during operation would conform to the state's Title 24 and to CALGreen standards, which implement conservation measures and are made further efficient by application of CAP points to the Project. Note that after annexation into the City, the County CAP does not apply to the Project, but the City has exercised its discretion to comply with CAP points to increase energy efficiency of the proposed Project. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity and natural gas are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers

achieve state-mandated renewal energy production requirements. Accordingly, no revisions to the Draft EIR are required.

5-35 The commenter incorrectly states that the analysis and mitigation of the Project's greenhouse gas emission ("GHG") impacts is based on the County's Climate Action Plan and Draft EIR relies upon illusory measures and uncertain mitigation in determining that the Project is compliant with the CAP.

As discussed in Section 4.8, *Greenhouse Gas Emissions*, of the Draft EIR, the Project is consistent with the County's Climate Action Plan and exceeds the minimum number of points required to mitigate GHG impacts. Refer to response to Comment 5-34 for details related to compliance with the County's Climate Action Plan. However, the City of Beaumont has elected to rely on compliance with a numeric threshold of significance to determine the significance of Project-related GHG emissions. Specifically, the City has selected 3,000 $MTCO_2e$ per year threshold based on the research and analysis underlying the recommendation by South Coast AQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions (refer to Page 4.8-32). Moreover, the Project's mitigation measures and project design features are included in the Project's MMRP to further ensure their implementation. Accordingly, no revisions to the Draft EIR are required.

5-36 The commenter states the Project would result in significant land use impacts because the Project would (a) result in a substantial alteration of the present or planned land use of the area; (b) be incompatible with the site's existing or proposed zoning; (c) be incompatible with existing surrounding zoning; (d) be incompatible with existing and planned surrounding land uses; and (e) be inconsistent with the land use designations and policies of the General Plan.

The Project site has not been zoned or pre-zoned by the City and there is currently no allowed development at the Project site. Without zoning and annexation, the Project cannot be considered inconsistent with the City's General Plan and zoning. Analysis of Project consistency is provided in Section 4.10, *Land Use and Planning*, of the Draft EIR (refer to Pages 4.11-9 to 4.11-39). As discussed, although the Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, polices, or regulations adopted for the purpose of avoiding or reducing an environmental effect. Moreover, as stated previously, since the Project site is within the City's SOI within unincorporated Riverside County, the City has not yet adopted any zoning designations for the site. The City's approval and implementation of Pre-Zone PLAN2019-0283 would ensure that the Project would be consistent with the proposed zoning regulations identified in the Specific Plan. Therefore, the Project would be consistent with the City's General Plan and zoning and no revision to the Draft EIR is required.

5-37 The commenter incorrectly states that construction noise levels are well above ambient conditions at the nearest homes to the Project site and noise analysis omits existing ambient noise measurements at residences to the north of the Project site, or those planned south of the Project site and traffic noise on residential receptors.

As shown in Table 4.13-7, *Project Construction Noise Levels*, Project construction at all nearby receiver locations would not cause noise levels at receiver locations to exceed 75 dBA Leq.

Acceptable exterior construction noise level threshold is based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA reduction in noise associated with typical sensitive receptor building construction. To assess the construction equipment noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. Additionally, the stationary noise analysis evaluates Project-related noise levels at the nearby receiver locations in the Project study area. As shown in Figure 4.13-1, *Noise Measurement Locations*, of the Draft EIR, the existing noise measurement locations included residential uses to the north of the Project site. Moreover, the roadway segments selected for the traffic noise analysis were based on Urban Crossroads, Inc. review of the Project study area evaluated in the Traffic Analysis (*Attachment C* of this Final EIR) and the off-site truck trip distributions. Accordingly, no revisions to the Draft EIR are required.

5-38 The commenter states that the Project removes obstacles for growth by providing infrastructure that would be needed for future growth, that Project's land use amendments also have the potential to set a precedent for similar large-scale industrial development in the rural area, and that the Draft EIR speciously states there are no growth inducing impacts because the existing land use has historically accommodated a variety of industrial and commercial uses.

As discussed in Section 5.0, *Other CEQA Considerations*, of the Draft EIR, since all proposed utility infrastructure would connect to lines at the eastern edge 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 (refer to Page 5-6). Additionally, 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; 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 Section 151454). Lastly, the Draft EIR does not state that the existing land use has historically accommodated a variety of industrial and commercial uses, but instead states that the Project site is currently and has historically been vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail (refer to Page 5-4). Accordingly, no revisions to the Draft EIR are required.

5-39 The commenter states that not all feasible mitigation was required of this Project, and Petitioner and others proposed feasible mitigation that has not been shown to be infeasible based on substantial evidence in the record.

The commenter's references to petitioners and proposed mitigation measures by petitioner and others appears to be referencing another project since there has been no litigation initiated by any petitioner to challenge this Project. However, all mitigation measure proposed by persons who commented on the Draft EIR have been considered and incorporated, where feasible, as documented in this Final EIR. Thus, no further response is required.

5-40 The commenter incorrectly states that requiring that the Project incorporate the phase-in of electric, hybrid electric, hydrogen electric, or battery operated (i.e., non-diesel) trucks is needed and the City/County has declined to adopt feasible mitigation to address significant impacts.

As stated in Mitigation Measure 4.3-7, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Requiring zero-emission vehicles is currently economically and technologically infeasible (refer to response to Comment B-41); also, such vehicles are not available on a large enough scale to be relied upon. Therefore, the current technology required for EV truck charging stations is unknown and technologically infeasible. In addition, the County is not the lead agency on this Project and is not in a position to impose mitigation or required to make findings in connection with this EIR. Thus, the City properly determined that this mitigation is not warranted.

5-41 The commenter states that the Project should be limited to the assumptions of the air quality study in terms of truck trips (number and trip length) in order to ensure that significant impacts (NOx) are not more severe than assumed by the EIR. Further, the commenter states that the County declined to adopt feasible mitigation to address significant impacts, and the County failed to make findings supported by substantial evidence that the measure is infeasible.

As shown in Table 4.3-7, *Summary of Peak Operation Emissions, of the Draft EIR*, operational emissions generated by the Project are broken down by source types including mobile source and approximately 91% of the Project's NOx emissions are derived from vehicle usage. There are no feasible mitigation measures that would further reduce vehicular emissions at this time. As discussed in Section 4.3, *Air Quality*, of the Draft EIR, and described in the Response to Comment B-41, the Project would be subject to compliance with Rule 2305 (refer to Pages 4.3-22 and 4.3-23). Because compliance will be implemented by lessees, the specific measures that will be implemented to comply with Rule 2305 is currently not known, although they potentially would include use of electric duty trucks. Additionally, through the implementation of Mitigation Measure MM 4.3-12, compliance with Rule 2305 would be ensured. Mitigation Measure 4.3-12 requires the City's Planning Department to confirm that tenant lease agreements requiring the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. Compliance with Rule 2305 would reduce air quality effects associated with the warehouse industry, including the Project, throughout the air basin, although quantification of such reductions is not feasible at this time. Additionally, the Draft EIR provides an environmental analysis based on buildout of the Specific Plan. Following adoption of the Specific Plan, the Project Applicant would process Plot Plans and, if required by the terms of the Specific Plan, Conditional Use Permits, that would allow administrative review of building design and layouts that are consistent with the Development Standards and Design Guidelines. Future development accommodated by the Specific Plan would be required to demonstrate compliance with the buildout assumptions in the Specific Plan and the Draft EIR. Accordingly, no revisions to the Draft EIR are required.

As a point of clarification, the City is the Lead Agency for the Project; not the County. The Project has incorporated all feasible mitigation measures as demonstrated throughout this Final EIR.

5-42 The commenter states that project buildings should require to be built with an earthen roof or install solar panels sufficient to achieve "net zero," and continues to incorrectly refer to the

County as the agency declining to adopt feasible mitigation to address significant impacts when the City of Beaumont is the lead agency for the Project.

As discussed in Section 3.0, *Project Description*, of the Draft EIR, approximately 20% of the power needs of each building within the Project site shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements (refer to Page 3-19). Additionally, Project Design Feature, PDF 8-2 would require all roofs within the Project to be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater (refer to Page 4.6-9). Both cool and green roofs provide benefits of lower surface and air temperatures, and decreased energy demand.[21] Additionally, it would not be feasible to provide both earthen (green) roofs and solar roofs at the same time, due to the limitation of roof space and benefits of providing solar for emission reductions over earthen roofs. Accordingly, no revisions to the Draft EIR are required.

5-43 The commenter states the that proposed mitigation measures are uncertain, unenforceable, ineffective and/or deferred in violation of CEQA, but provides no evidence to support the claim.

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 mitigation, the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. The MMRP will be adopted by the City Council concurrent with certification of the Final EIR for the proposed Project. Accordingly, no revisions to the Draft EIR are required.

5-44 The commenter states the applicant fails to adequately consider alternatives to the proposed Project, including alternative sites, and unreasonably restricted criteria for analysis of alternative sites.

As discussed in response to Comment 5-4 and in Section 6.0, *Alternatives*, of the Draft EIR, the alternative sites alternative was analyzed under alternatives considered and rejected (refer to Pages 6-5 to 6-6) based on criteria under CEQA. The Draft EIR concluded that 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 15126.6(b)). 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. Given the size and type of the proposed development, a similarly sized project and land use elsewhere in the South Coast Air Basin would result in the same or greater project-level and cumulative air quality, GHG emission, and transportation impacts. 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. Furthermore, there are no alternative sites within the City or its sphere of influence that are similarly sized that would be suitable for industrial and commercial uses proposed by the Project. Additionally, the Project Applicant does not own or control another suitable site

[21] https://www.epa.gov/heatislands/using-green-roofs-reduce-heat-islands

that would achieve the underlying purpose and objectives of the Project. As a result, this alternative was rejected from further consideration and no further response is required.

5-45 The commenter requests an additional 30 days of public review to the Draft EIR because the notification process made it difficult for most Beaumont residents to review the DEIR.

CEQA requires that a Draft EIR have a review period lasting at least 45 days for projects that have been submitted to the SCH for review (State CEQA Guidelines, Section 15105(a)). The Draft EIR was distributed to various public agencies, organizations, and individuals on December 22, 2022; the EIR was available for public review and comment for a period of 48 days. The review period ended on February 8, 2023. The City used several methods to elicit comments on the Draft EIR. A Notice of Availability (NOA) and the Draft EIR was distributed to the SCH for distribution to State agencies. In addition, the DEIR was posted on the City's website. The NOA was posted also at the San Bernardino County Clerk's office on December 22, 2022. The NOA was mailed to responsible agencies, local government agencies, and interested parties that received the NOP, to individuals who had previously requested the NOA or EIR, and to individuals who provided NOP comments on December 22, 2022. The NOA was also published in Press-Enterprise Newspaper on December 22, 2022; the NOA and Draft EIR were made available for review, on the City's website at: https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan. Therefore, the City has adequately provided notification in accordance to CEQA and no extension of public review period is warranted.

Comment Letter 6

From: Bob Tinker
bobtinker@roadrunner.com
Subject: Beaumont Point Specific Plan
Date: Feb 8, 2023 at 9:13:38 PM
To: ckendrick@beaumontca.gov

I have completed my review of this specific plan. I found the Fire Protection component to be adequate.
I do have a problem with proximity of the primary access road and the emergency access gate and roadway.If a hazmat incident were to develop on. Hwy# 60 and evacuation of employees is required there may not be adequate access. Sheltering in place is not always possible during a hazmat incident.Some type of additional access should be in planning areas 7 or 8 .
If you need any additional information give a call.

6-1

Bob Tinker
1-951-367-4904

Sent from my iPad

Responses to Comment 6

Tinker, Bob, dated February 8, 2023.

6-1 The commenter acknowledges the adequacy of the Fire Protection component of the Beaumont Pointe Specific Plan. The commenter expresses concerns related to the location of the primary access road and the emergency access gate, in case evacuation of employees is required during a hazmat incident on SR-60. The commenter recommends a secondary access route to be established in Planning areas 7 or 8 in case of a hazmat incident along SR-60 that would require site evacuation.

In the event of a hazmat incident, the on-site employees/individuals would follow the law enforcement's direction and may evacuate using fewer vehicles, as instructed by the authority. Fewer evacuation of vehicles at any one time would reduce evacuation times. Moreover, upon reviewing the California's Governor Office of Emergency Services Hazmat Incident reports from 2018 to 2021, there are very few hazmat incidents that have occurred on the roadways/freeways within the County of Riverside that necessitated evacuation. Of all the incidents that required evacuation in the County of Riverside, none involved vehicle accidents or turnovers; rather, they all resulted from contractors striking underground utilities. Thus, the chances of a hazmat incident along SR-60 that would necessitate extensive evacuation are exceedingly slim. Furthermore, any transportation of hazardous materials, aside from common items such as gasoline, must adhere to stringent federal and state regulations, making the likelihood of a hazmat spill during transport along SR-60 very low. Most of the incidents that have occurred involving hazmat spills tend to stem from rail transport. Therefore, a secondary access route to the SR-60 Freeway from Planning Areas 7 and 8 is not required.

Comment Letter 7

From: Susan Walsh
To: Carole Kendrick
Subject: Beaumont Pointe Warehouse
Date: Monday, February 6, 2023 9:56:23 AM

I just wanted to reinforce how important it is to consider ALL warehouses' environmental impact, whether right inside our city or farther out. The effect of hundreds of trucks per day cannot be minimized regardless of the location. Prioritize an industry that is not dependent on trucking but instead brings needed jobs to our area. Of particular note is this recent article: " Warehouse Boom Transformed the Inland Empire". Warehouses should be considered within a particular category. No amount of fees can repair the damage to a community after something like this is built.

7-1

Thank you so much for putting my comment into the public record.

Susan Walsh
1282 Laguna Seca Ct
banning, CA 92220

Sent from my iPhone

Responses to Comment 7

Walsh, Susan, dated February 6, 2023.

7-1 The commenter expresses general opposition to the Project and concerns related to the amount of truck traffic per day in the City of Beaumont. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. Refer to Draft EIR Section 4.17, *Transportation*, for an analysis of the Project's impacts related to traffic. The commenter's concerns related to warehouse uses and jobs are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

Comment Letter 8

From: Pat Wayne
To: Carole Kendrick
Subject: Beaumont Pointe Specific Plan
Date: Sunday, February 5, 2023 12:55:42 PM

I just wanted to reinforce how important it is to consider environmental impact of ALL warehouses whether right inside our city or farther out. The impact of hundreds of trucks per day cannot be minimized regardless of the location. Prioritize industry that is not dependent on trucking but instead brings needed jobs to our area. Of special note is this recent article: " Warehouse Boom Transformed the Inland Empire". Warehouses should be considered within a special category. No amount of fees can repair the damage to a community after something like this is built.
Thank you so much for putting my comment into the public record.
Pat Wayne
412 Saddlerock
Beaumont

https://www.latimes.com/california/story/2023-02-05/warehouses-big-rigs-fill-inland-empire-streets

Warehouse boom transformed Inland Empire. Are jobs worth the environmental degradation?

As toxic emissions from diesel traffic choke the air, activists are calling for a moratorium on new warehouses and for the governor to declare a state of emergency.

www.latimes.com

8-1

Responses to Comment 8

Wayne, Pat, dated February 5, 2023.

8-1 The commenter expresses general opposition to the Project and concerns related to the amount of truck traffic per day in the City of Beaumont. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. Refer to Draft EIR Section 4.17, *Transportation*, for an analysis of the Project's impacts related to traffic. The commenter's concerns related to warehouse uses and jobs are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

Comment Letter 9

From: sw072153@aol.com
To: Christina Taylor
Subject: Beaumont Pointe warehouses
Date: Monday, February 6, 2023 12:54:28 PM

Dear Christina, please pass on my opposition to the latest catastrophic proposed warehouse, Beaumont Pointe.
My main objections are, damage to air quality caused by concentrations of mega trucks in a small area giving off deadly diesel particulate matter, which is proven to cause children's brains not to develop and increase lung cancer and breathing difficulties for residents.
The vast increase of truck traffic on I-10 freeway which looks close to capacity already.
The derstruction of wildlife habitat with no regard for needed open space not just parks surrounded by traffic.
There is space further along I-10 to the east , away from Beaumont/Banning where a warehouse could be built but, will they all be needed or just remain empty for years to come?
Do we have the water and other services ,like fire fighting if one of these structures goes cup in flames. I would suggest the risk/reward is not in favor of the community and anymore warehouses or "logistic centers" as they try to name them, should not be built.
Geoffrey Wilson,Beaumont.
p.s. please share this e-mail with all members of the City Council.

9-1

Responses to Comment 9

Wilson, Geoffrey, dated February 6, 2023.

9-1 The commenter expresses general opposition to the Project and concerns related to air quality, truck traffic, wildlife, water supply, and wildfire. The commenter does not raise any issues concerning or relating to the adequacy of the environmental analysis provided in the Draft EIR. Refer to Draft EIR Sections 4.3, *Air Quality*, 4.4, *Biological Resources*, 4.17, *Transportation*, 4.19, *Utilities and Service Systems*, and 4.20, *Wildfire*, for an analysis of the Project's impacts related to those environmental topics. The commenter's concern related to warehouse uses are acknowledged and will be forwarded to decision-makers for their review and consideration of the Project.

SECTION 3.0 CLARIFICATIONS AND REVISIONS

Corrections to the Draft Environmental Impact Report (EIR) text generated either from responses to comments or independently by the City, are stated in this section of the Final EIR. The information included in this section does not constitute substantial new information that requires recirculation of the Draft EIR. Section 15088.5 of the State CEQA Guidelines states in part:

> *(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
>
> *(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
>
> *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
>
> *(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

None of the information contained in this section constitutes significant new information or changes to the analysis or conclusions of the Draft EIR. There were no new significant environmental impacts identified following circulation of the Draft EIR. Likewise, there were no substantial increases in the severity of environmental impacts identified after circulation of the Draft EIR. Therefore, recirculation of the Draft EIR is not required because no new information was added to the EIR.

CLARIFICATIONS AND REVISIONS TO THE DRAFT EIR

This section includes recommended clarifications and revisions to the Draft EIR. This section is organized by respective sections of the Draft EIR. Deleted text is shown as ~~strikeout~~ and new text is underlined.

Title Page

1. The land use entitlement names and application numbers have been updated, as follows:

Lead Agency Discretionary Permits
General Plan Amendment PLAN2019-0284
Pre-Zone PLAN2019-0283
~~Adoption of the~~ Beaumont Pointe Specific Plan SP2019-0003
Beaumont Pointe Sign Program PLAN2022-0856
Vesting Tentative Parcel Map No. 38161~~82551~~
Development Agreement PLAN2023-0906~~No. 01-2017~~
Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan

Section 1.0 – Executive Summary

1. Page 1-1 is hereby modified due to updated land use entitlement names and application numbers.

Governmental approvals requested from the City of Beaumont by the Project Applicant to implement the Project include a General Plan Amendment (GPA; PLAN2019-0284); Pre-zoning (PLAN2019- 0283); Adoption of the Beaumont Pointe Specific Plan; Beaumont Pointe Sign Program (PLAN2022-0856); Vesting Tentative Parcel Map No. 38161~~82551~~; ~~Pre-Annexation and~~ Development Agreement (PLAN2023-0906~~DA; No. 01-2017~~); approval by the City and LAFCO of annexation to the City of Beaumont and approval by BCVWD and LAFCO of annexation to the Beaumont-Cherry Valley Water District; and Minor Amendment to the MSHCP. 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

Section 2.0 – Introduction and Purpose

1. Page 2-6 is hereby modified for clarification.

This EIR has been prepared as a Project EIR, p~~P~~ursuant to CEQA Guidelines Section 15161, which states that 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." As the first step in the CEQA compliance process, the City prepared an NOP pursuant to CEQA Guidelines Section 15082. When the Lead Agency determines that an EIR will clearly be required for the project, an Initial Study is not required (CEQA Guidelines Section 15063). Since it was determined that the Project could have a significant effect on the environment, the Lead Agency determined that an EIR was required and an Initial Study was not prepared. Public comments were received on the NOP, and the EIR will address all environmental topics provided in the CEQA Guidelines Appendix G and listed below in Section 2.9, *Potential Impacts of the Project Discussed in the EIR*.

Section 3.0 – Project Description

1. Page 3-2 is hereby modified as follows in response to City's request and updates to the Specific Plan.

    - Pre-zone (PLAN2019-0283) to "Specific Plan"
    - Adoption of the Beaumont Pointe Specific Plan (herein referred to as Specific Plan; SP2019- 0003) that would create 10 planning areas allowing for General Commercial, Industrial, Open Space, and Open Space – Conservation land uses;
    - Beaumont Pointe Sign Program (PLAN2022-0856);
    - Vesting Tentative Parcel Map (TPM) No. 38161 (PM2022-0012)~~82551~~ to subdivide the Project site;
    - Development Agreement (PLAN2023-0906~~DA; No. 01-2017~~); and
    - Approval by the City and LAFCO of annexation agreement to the City of Beaumont and approval by BCVWD and LAFCO of annexation to the Beaumont-Cherry Valley Water District.

    In order to assess the impacts of development of the Project under the Specific Plan and accompanying entitlements, the DEIR includes analysis of a conceptual site plan (see Subsection 3.6.6 and Figure 3- 16) that establishes building footprints that collectively achieve the maximum development square footage for each of the General Commercial and Industrial components of the Project and include a 125-room hotel. As indicated in the Specific Plan and in more detail below, the size of the individual PAs and the square footage of development within individual General Commercial and Industrial PAs may increase or decrease by up to 15~~.1 25~~% but the maximum square footage for the commercial and industrial components of the Project as a whole may not be exceeded and the floor area ratio for each individual General Commercial and Industrial PA may not exceed 0.75. Therefore, the conceptual site plan provides an analysis of a full buildout scenario.

2. Page 3-8 is hereby modified due to updated land use entitlement names and application numbers.

    (PLAN2019-0284), Beaumont Pointe Specific Plan (SP2019-0003), Pre-Zone (PLAN2019-0283), Beaumont Pointe Sign Program (PLAN2022-0856), Vesting Tentative Parcel Map (TPM) No. 38161~~82551~~) and Development Agreement (PLAN2023-0906~~DA~~) ~~No. 01-2017~~. The individual components of the Project are discussed below.

3. Page 3-9 is hereby modified as follows in response to City's request.

    The net acreage of each PA may vary by as much as 15~~.1 25~~%, provided that the overall maximum acreages for the Industrial PAs and for the General Commercial PAs within this Specific Plan are not exceeded.

4. Pages 3-13 and 3-14 are hereby modified as follows in response to the changes made in the Beaumont Pointe Specific Plan.

Sewer service is provided by Eastern Municipal Water District (EMWD). As shown on Figure 3-11, *Conceptual Sewer Plan*, the Project utilizes a gravity sanitary system that services the entire Project site and connects to the City of Beaumont's sanitary system. Due to the grading limitations of the Specific Plan, the sewer system ~~does not provide gravity flow to the proposed point of connection, which is a 12-inch PVC line and a sewer manhole, located at the end of the extension of 4th Street 350 feet east of the Project site. Instead, the gravity system will flow to the proposed sewer lift station located at the northwest corner of PA 5. From there the sewer flow would be conveyed via the proposed Dual Force Main within Industrial Way and Entertainment Avenue, and Jackrabbit Trail towards a connection at 4th Street with an existing 12-inch gravity sewer line~~ utilizes 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and 6. Flows from the lift station are then conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and 4th Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the site. The on-site lift station will be designed to the Project's ultimate capacity with no interim condition except potential pump quantity.

Beyond the point of connection, the existing 12-inch gravity line continues to the east within 4th Street, downstream approximately 2,500 feet, where it connects to the existing Hidden Canyon lift station (also known as the Beaumont Crossroads Lift Station). From there, the existing 6" and 16" force mains within 4th Street continue conveyance.

Although there is some capacity remaining that can be utilized for the Project, buildout of the Project will require upgrades to improvements at the Hidden Canyon Lift Station requiring that the existing sewage pumps to be upsized, including the associated electrical and mechanical improvements for the larger pumps, as well as installation of the ultimate buildout wet well.~~, which is rated for 300 gallon per minute operation. The existing Hidden Canyon Lift Station is currently approaching its Phase 1 pumping capacity. As a result, a lift station upgrade would be required to serve the Project and would consist of installing a new larger below ground precast wet well sized for the full buildout flows of the service area. The lift station upgrade will add multiple submersible solids handling pumps designed to provide redundant pumping capacity of the wastewater flows. The Project will design and construct the expansion of the Hidden Canyon Lift Station per the City's requirements.~~

5. Page 3-20 is hereby modified as follows to change the Tentative Parcel Map to a vesting map.

3.6.5 VESTING TENTATIVE PARCEL MAP NO. 38161~~82551~~

The Project would include a Vesting Tentative Parcel Map. Additional, subdivision maps (parcel and/or tract maps~~, including vesting maps~~) could be processed in conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Project.

6. Page 3-21 is hereby modified due to updated land use entitlement names and application numbers.

3.6.5 DEVELOPMENT AGREEMENT (PLAN2023-0906~~DA No. 01-2017~~)

7. Pages 3-31 and 3-22 are hereby modified as follows in response to updated land use entitlement names and application numbers.

Table 3-7 Project Related Approvals/Permits

Public Agency	Approvals and Decisions
City of Beaumont	
Proposed Project – City of Beaumont Discretionary Approvals	
Planning Commission	• Provide recommendation to the Beaumont City Council regarding whether to certify the Project's EIR. • Provide recommendations to the Beaumont City Council regarding whether to approve: o General Plan Amendment (PLAN2019-0284), o Pre-Zone (PLAN2019-0283). o Beaumont Pointe Specific Plan (SP2019-0003), o Beaumont Pointe Sign Program (PLAN2022-0856) o Vesting Tentative Parcel Map o Development Agreement
City Council	• Certify the Project's EIR (ENV2019-0008) -and adopt the Mitigation Monitoring and Reporting Program and Findings and Statement of Overriding Considerations. • Approval or Adoption of: o General Plan Amendment (PLAN2019-0284), o Pre-Zone (PLAN2019-0283). o Beaumont Pointe Specific Plan (SP2019-0003), o Beaumont Pointe Sign Program (PLAN2022-0856) o Vesting Tentative Parcel Map o Development Agreement
City of Beaumont	• Annexation Application • Joint Project Review (as Permittee) • Minor Amendment to the MSHCP (submitted by the City with approval by the Wildlife Agencies)
Subsequent City of Beaumont Discretionary and Ministerial Approvals	
City of Beaumont Subsequent Implementing Approvals	• Approve Final Phased Parcel Maps • Approve Plot Plans • Approve Landscaping/Irrigation Plan • Approve Conditional or Temporary Use Permits, if required. • Issue Grading Permits • Issue Building Permits • Approve Road Improvement Plans

Public Agency	Approvals and Decisions
	• Approve Infrastructure Plans • Issue Encroachment Permits • Approve public right-of-way dedications • Approve Water Quality Management Plan • Approve connections to the municipal sewer system
Responsible Agencies – Approvals and Permits	
Beaumont-Cherry Valley Water District (BCVWD)	• Annexation • Adoption of the Water Supply Assessment • Approvals for construction of water infrastructure and connection to water distribution system.
~~California Department of Fish and Wildlife~~	~~• Approval of Criteria Refinement~~ ~~• Minor Amendment to the MSHCP~~ ~~• Determination of Biologically Equivalent or Superior Preservation~~ ~~• Issuance of a Section 1602 Streambed Alteration Agreement~~
Eastern Municipal Water District	• Approvals for construction of sewer infrastructure and connection to sewer distribution system.
Riverside County Local Agency Formation Commission (LAFCO)	• Approval of the BCVWD and City annexations.
Western Riverside County Regional Conservation Authority	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Approval of Habitat Evaluation and Negotiation Strategy • Determination of Biologically Equivalent or Superior Preservation
Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit. • Issuance of a Section 401 Permit pursuant to the Clean Water Act
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 proposed Project.
U.S. Fish and Wildlife Service	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Determination of Biologically Equivalent or Superior Preservation • Issuance of a Section 404 Permit pursuant to the Clean Water Act
Trustee Agencies – Approvals and Permits	

Public Agency	Approvals and Decisions
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.
California Department of Fish and Wildlife	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Determination of Biologically Equivalent or Superior Preservation • Issuance of a Section 1602 Streambed Alteration Agreement

8. Page 3-49, Figure 3-16, *Conceptual Site Plan*, has been updated.

Section 4.3 – Air Quality

1. Page 4.3-36 is hereby modified as follows in response to Comments D-12 and D-21 and typographical error.

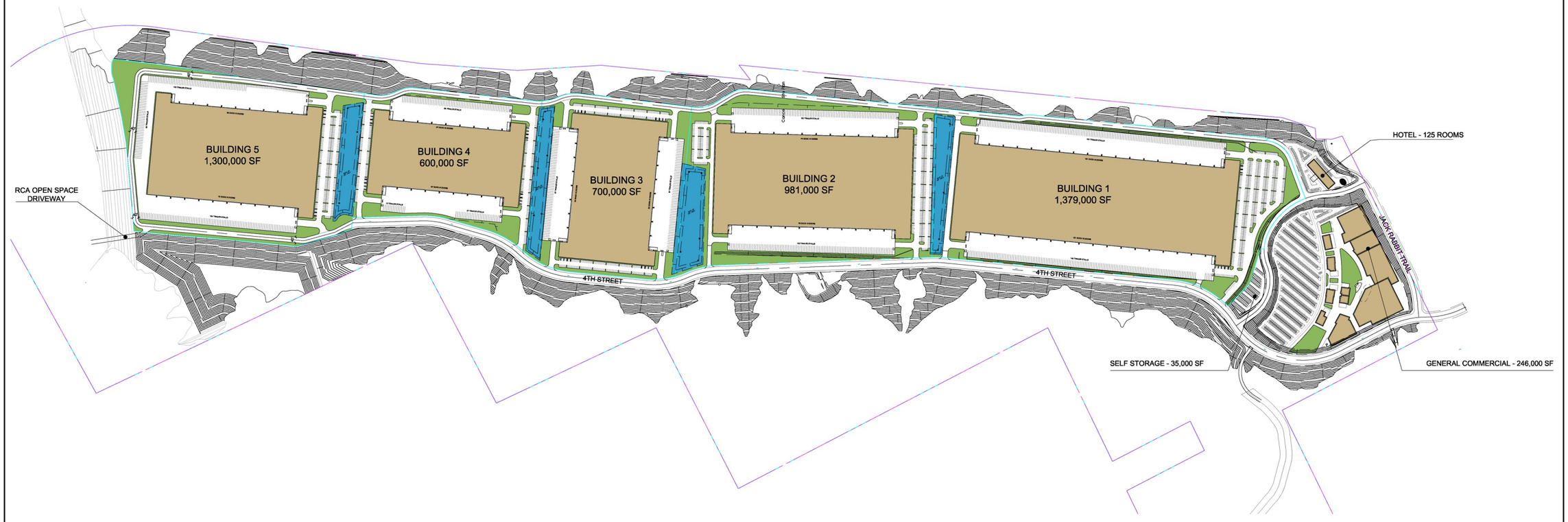
4.3.6 Regulatory Requirements And Project Design Features

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

RR 3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads, including limiting vehicle speeds to 15 miles per hour.

RR 3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

RR 3-3 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.



Source(s): Herdman (06-15-2023)

Figure 3-16

Not to Scale

Conceptual Site Plan

4.3.67 IMPACT ANALYSIS

Consistency Criterion No. 2 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 and NOx. As such, the ~~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 according to this criterion, and could be potentially significant.

As evaluated under Thresholds b) and c) below, the Project would not exceed the LST thresholds for operational activity. However, the regional operational-source emissions are anticipated to exceed the regional thresholds of significance for NOx, VOC, CO, PM_{10}, and $PM_{2.5}$ emissions and would not be reduced to less than significant with imposition of mitigation measures. 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 according to this criterion.

2. Page 4.3-42 is hereby modified as follows due to typographical error.

A. Construction Localized Emissions Impact Analysis

1. Criteria Pollutant Emissions

Table 4.3-9, *Localized Significant Summary - Construction*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. For analytical purposes, emissions associated with peak grading activities are considered for purposes of LSTs since these phases represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in Table 4.3-9, Project-related construction emissions would not exceed the applicable South Coast AQMD LSTs for CO, NO_X, PM_{10}, or $PM_{2.5}$ at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact.

3. Page 4.3-49 is hereby modified as follows due to typographical error.

As previously shown in Table 4.3-6, *Maximum Daily Peak Construction Emission Summary*, construction activities associated with the Project would exceed the significance thresholds ~~results~~ established by the South Coast AQMD for VOC and NO_X. However, as discussed below, with the implementation of Mitigation Measure MM

4. Page 4.3-50 is hereby modified as follows to add the odor analysis in the Draft EIR to the cumulative impact section.

As previously shown in Table 4.3-10, *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.

The Project would not result in a source of odors that would adversely affect a substantial number of people during construction or operation. 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. Further, potential sources of operational odors generated by the Project would include disposal of commercial and industrial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Additionally, the Project includes the construction of a sewer lift station; however, the location of the sewer lift station, which is located more than ¼ mile or 1,320 feet from the nearest residential land use, would not result in the potential odor source affecting a substantial number of people. The Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project would not adversely affect a substantial number of people, and Project impacts during short-term construction or long-term operations would be less than significant. (DEIR, pp. 4.3-49 to 4.3-49) There are no nearby projects with sources of odors that the Project odors would combine with to adversely affect a substantial number of people; therefore, impacts would be less than cumulatively considerable.

5. Page 4.3-52 is hereby modified as follows in response to Comment D-23.

MM 4.3-4 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 three (3) ~~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.

MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program and other Programs promulgated by South Coast AQMD (which can be found at the SCAQMD Incentives & Programs landing page, http://www.aqmd.gov/home/programs) that provide incentives for using cleaner-than-required engines and equipment.

6. Page 4.3-54 is hereby modified as follows in response to Comments B-35, B-39, B-60, and D-7.

MM 4.3-13 Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Southern California Edison (SCE). If SCE will not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in Mitigation Measure MM 4.3-14), the establishment of a temporary electric charging area also will not be required. If electric powered equipment is in the contractor(s) equipment fleet, and SCE approval is secured, the temporary charging location is required to be established upon issuance of grading permits and building permits.

MM 4.3-14 If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the Project's construction requirements during the building construction, paving, and architectural coating phases of Project construction, such equipment shall be used during Project construction. This requirement shall be noted on plans submitted for building permit issuance.

MM 4.3-15 Project construction contractors shall maintain records of all off-road diesel construction equipment associated with Project construction to document that each off-road diesel construction equipment used meets emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Beaumont staff or their designee.

MM 4.3-16 During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

MM 4.3-17 Prior to building final, the Project Applicant or successor in interest shall install signs at each truck exit driveway that provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

7. Page 4.3-55 is hereby modified as follows due to typographical error.

B. Operational Emissions Impact Analysis

The Project would exceed regional thresholds of significance established by the South Coast AQMD for emissions of CO, VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 1, the Project would exceed the numerical

Section 4.5 – Cultural Resources

1. Page 4.5-14 is hereby modified as follows for clarification purposes.

BFSA reviewed the NRHP Index and Office of Historic Preservation, Built Environment Resources Directory, which did not indicate the presence of any historical resources within the Project boundaries. As described under Section 4.5.1B.2, the Project site contains the following six potentially historic resources: RIV-5060 (historic trash scatter), RIV-5061 (historic trash scatter), P-33-006229 (historic Jack Rabbit Trail Road alignment), P-33-009027 (prehistoric isolate), P-33-015672 (potentially historic water storage tank and valves), and P-33-015673 (concrete pads and trash scatter). As previously stated, Phase II significance testing consisted of archaeological testing at the two archaeological sites, RIV-5060 and RIV-5061, which was previously identified as having historic trash scatter, while survey information and the already presented archival data was utilized for the remaining resources. Results of the Phase I and Phase II study determined that the six potentially historic resources were not eligible for listing under the CRHR or NRHP. The results of the testing are presented below; however, further detail can be found in *Technical Appendix* D.

2. Page 4.5-20 is hereby modified as follows due to typographical error.

4.5.10 Significance of Impacts After Mitigation

Threshold b: Less Than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.5-1 and MM 4.5-2 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.

Section 4.6 – Energy

1. Page 4.6-9 is hereby modified as follows due to typographical errors.

PDF 8-1 Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, and all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

PDF 8-3 Occupant sensing lighting that dims to at least 50% when unoccupied shall be installed within the interior areas of warehouses. All interior lighting shall be

LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

Section 4.7 – Geology and Soils

1. Page 4.7-18 is hereby modified as follows due to typographical error.

   Furthermore, the Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the requirements of the CBSC and City of Beaumont Municipal Code and Building Code. As stated previously, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in Section 5 of *Technical Appendix F1* of this EIR, which will further reduce the risk of seismic-related ground failure due (see Regulatory Requirement RR 7-1). Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant. As such, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

2. Page 4.7-26 and 1-27 is hereby modified as follows due to typographical error.

   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 B72).

Section 4.8 – Greenhouse Gas Emissions

1. Page 4.8-34 is hereby modified as follows in response to Comment B-43.

   PDF 8-1 Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, and all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

   PDF 8-3 Occupant sensing lighting that dims to at least 50% when unoccupied shall be installed within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

   PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 ~~5~~ minutes while on site in exceedance of the City of Beaumont Idling Ordinance.

2. Table 4.8-7, *SCAG Connect SoCal Applicability Analysis*, on Page 4.8-42 is hereby modified as follows in response to Comment B-7.

5	Reduce greenhouse gas emissions and improve air quality.	**No Conflict.** An analysis of the Project's environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in Section 4.3, *Air Quality*. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations. Additionally, as discussed herein, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the County of Riverside CAP requirement by achieving 581 points, which is significantly more than the required minimum of 100 points to determine consistency. Furthermore, as demonstrated in Table 4.8-5 of the Draft EIR, the Project would not conflict with the City's Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. Although the Project would exceed the City's GHG significance threshold of 3,000 $MTCO_2e$ per year, all feasible mitigation measures have been included to reduce GHG impacts. Specifically, Mitigation Measures 4.3-3 through 4.3-13 relating to air quality would also reduce GHG impacts and Mitigation Measure 4.8-1 requires verification that the Project would achieve 581 points from the County CAP Screening Table for GHG Implementation Measures ~~CAP's requirement to achieve at least 100 points and would have less than significant individual and cumulatively considerable impact on GHG emissions~~. Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.

Section 4.9 – Hazards and Hazardous Materials

1. Page 4.9-5 is hereby modified due to CalFire's update to the Fire Hazard Severity Zones Maps.

C. Wildland Fire Hazards

The Project site is in the SOI for the City of Beaumont and within the San Timoteo Badlands, which are considered wildlands. As shown on Figure 4.9-1, *Fire Hazard Severity Zones*, the Riverside County Information Technology (RCIT) and California Department of Forestry and Fire Protection (Cal Fire) designates the Project site as located within a State Responsibility Area (SRA) for "High" and "Very High" fire hazard severity ~~(Cal Fire, 2007; RCIT, 2021)~~ CalFire has released an updated version of their fire hazard severity zone maps that, if adopted,

would revise the fire hazard designation of the Project and its surroundings to all Very High rather than the current combination of Very High and High. (CalFire, 2023).

2. Page 4.9-17 is hereby modified to add in a description of the City's new fire station. The new fire station was not needed for the Project nor relied upon for the analysis of impacts to fire protection services, and the EIR concluded that the existing facilities would provide adequate protection even with the increase in call volume. Modifications are as follows:

   The Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. (Dudek, 2022, p. 37)

   In September 2022, the City commenced the construction of new Fire Station No. 106 (the "West Side Fire Station") along Potrero Boulevard across from Olivewood Avenue. Construction is expected to take approximately twelve months. The new fire station will be approximately 10,000 sq. ft. and will include living quarters, offices, a fitness center and large bays to house multiple fire apparatus. Staffing will include three to four personnel, including a paramedic to provide advanced life support care. Services from the facility will be provided 24 hours a day, 7 days a week and 365 days of the year. Personnel at this station will be equipped with cardiac monitors, advanced life support medications, intubation equipment, trauma life support equipment, auto extrication tools, and more. The apparatus which will be housed in the facility will be capable of suppressing structure, wildland, vehicle, and other types of fires. The new station will decrease response times for the City's west side communities, including Olivewood, Tournament Hills, Tukwet and the new logistics centers located off of SR-60. Furthermore, it should be noted that the Project would be required by City of Beaumont Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

3. Page 4.9-20 is hereby modified due to CalFire's draft update to the Fire Hazard Severity Zones Maps.

   As shown in Figure 4.9-1, the Project site is designated within a "High" and "Very High" Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire ~~(RCIT, 2021; CalFire, 2021)~~. CalFire has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the Project and its surroundings to all Very High rather than the current combination of Very High and High. (CalFire, 2023). Because of these designations, a Fire Protection Plan (FPP) was prepared. Adoption of CalFire's new fire hazard zone maps would not change the findings in the FPP, which was planned and prepared for the Project as if it was entirely within the Very High Fire Hazard Severity Zone. After being annexed into the City of Beaumont, it is possible that Project could be re-designated as Local Responsibility Area (LRA) in a future update of CalFire's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the Project site.

Section 4.10 – Hydrology and Water Quality

1. Page 4.10-14 is hereby modified as follows due to typographical error.

RR 10-5 Prior to the issuance of each building permit for the Project, the Project proponent shall provide evidence to the City that the Project complies with the requirements of the RWQCB Municipal Permit General MS4 Permit. The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff and waste discharge. Specifically, the MS4 permit would require the Project proponent to develop and implement a comprehensive Stormwater Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains.

2. Page 4.10-17 is hereby modified as follows due to updated Project Specific Water Quality Management Plan (see *Attachment B* of this Final EIR).

Additionally, the Project's Preliminary WQMP identifies site-design and structural and non-structural source-control BMPs that would be implemented for the Project. Furthermore, as described under Section 3.8, Phasing, of this EIR, Phase 1 of the Project includes mass grading of PAs 1 and 2, which will remain graded and undeveloped until construction of the commercial uses in Phase 3. Under this interim condition, the mass graded pads are considered self-treating areas (no impervious area and gentle slopes) and storm drain lateral stub outs will be provided to connect the future onsite storm drain to the infrastructure storm drain system proposed by this project ~~temporary bioretention basins would be required to capture debris flows and ensure SWPPP compliance~~.

The Project would maintain the 16 existing culverts as the ultimate discharge locations for the property; however, runoff from the impervious surfaces (i.e., proposed buildings, parking lots, and road improvements) would be collected by the Project's proposed drainage system. As shown on Figure 4.10-2, *Proposed Hydrology Map and Water Quality Plan*, the Project site would be divided into 17 drainage management areas (DMAs). The proposed drainage system would consist of catch basins, parking inlets, storm drain pipes with sizes varying from 18 inches to 48 inches, outlet structures, and four detention basins (Basins 1 – 4), one for each tributary area. The drainage system would route the runoff from the proposed impervious surfaces to the four detention basins. Where possible, runoff from impervious areas drain towards landscaped areas and ~~bioretention~~BMP basins through curb cutouts. All runoff from PAs 1 through 8 will enter the basins (Basins 1, 2, 3 & 4) for treatment and mitigation before discharging into their respective culverts. Runoff from streets and sidewalks from PAs 1 and 2

3. Page 4.10-18 is hereby modified as follows due to updated Preliminary Hydrology and Hydraulic Study (see *Attachment A* of this Final EIR).

will enter Basin 5 located at the northeast corner of the property, adjacent to Jackrabbit Trail. Each culvert has natural depressed areas upstream which also acts as a natural detention area. Each basin would provide stormwater treatment for each of their respective tributaries. The proposed stormwater treatment basins will provide peak runoff mitigation before discharging

to the culverts. ~~with the exception of Basin 1. Basin 1 within PA 1 discharges into a detention located at the southwest corner of the property that is tucked in the existing foothills. This detention area was the result of the required grading for the proposed improvements which will serve as a detention basin for off-site flows originating from the southern hills and runoff discharged from Basin 1~~. The detention basins would remove pollutants from runoff and filter the water to meet the water quality standards of the SARWQCB pursuant to the design requirements of the LID BMP Design Manual. The LID BMP Design Manual requires that basins are designed to capture runoff from the 0.75 inch, 24-hour rainfall event or the 85th percentile, 24-hour rainfall event, whichever is greater; thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site.

4. Figure 4.10-1, *Existing Hydrology Map*, and Figure 4.10-2, *Proposed Hydrology Map and Water Quality Plan*, are hereby modified as follows due to updated Preliminary Hydrology and Hydraulic Study (*Attachment C* of this Final EIR).

5. Page 4.10-21 is hereby modified as follows due to updated Preliminary Hydrology and Hydraulic Study (*Attachment C* of this Final EIR).

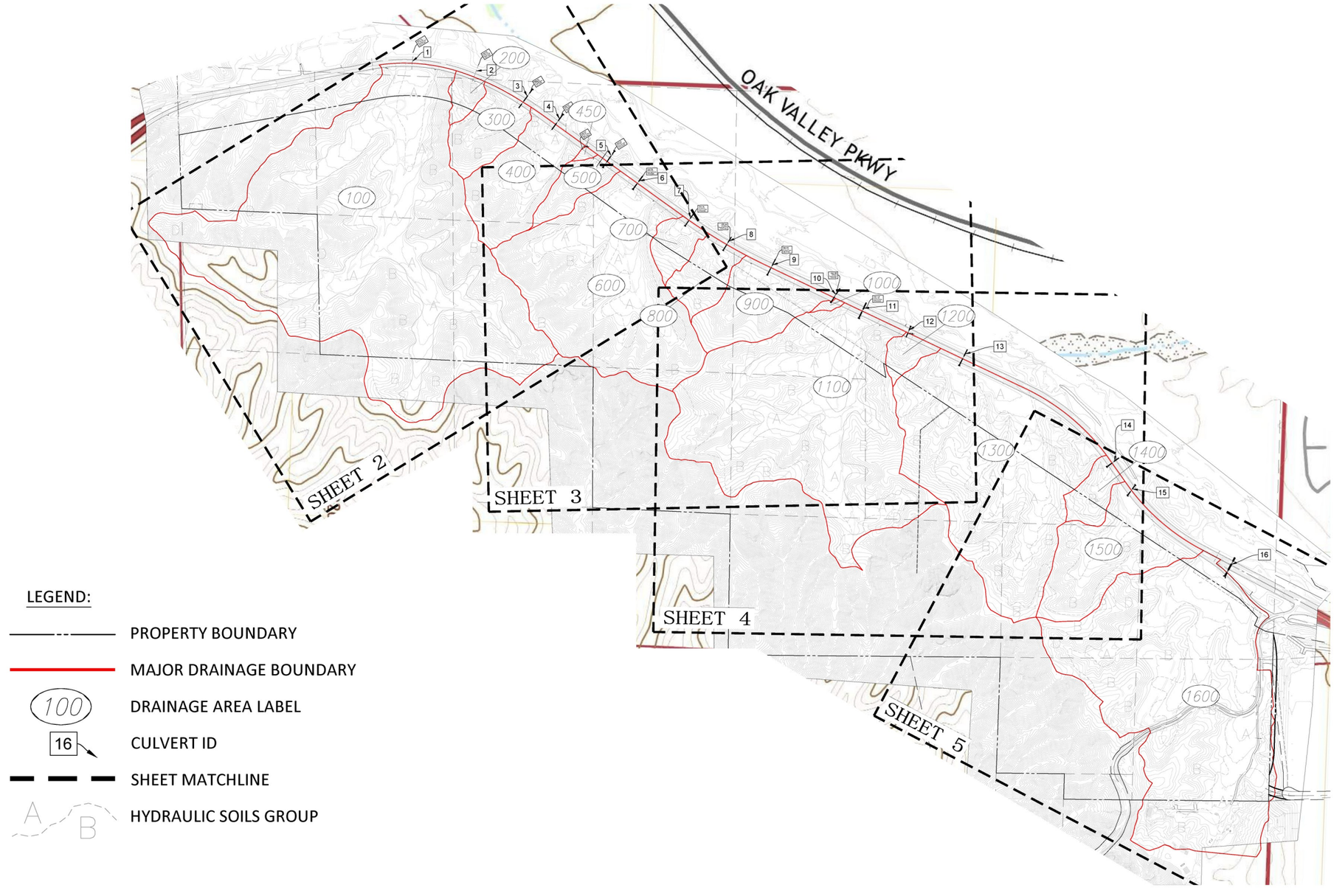
A. Erosion and Siltation (Threshold c.i)

The Project would include the installation of an integrated, on-site storm drain system consisting of catch basins, grated inlets, storm drain pipes with varying sizes, and four detention basins. The on-site storm drain system is designed to capture the on-site stormwater runoff flows, convey the runoff to the proposed detention basins, and treat the runoff to minimize water-borne pollutants transported from the Project site. ~~As discussed previously, Basin 1 in PA 1 will also serve as a detention basin for offsite flows originating from the southern hills.~~

6. Page 4.10-22 is hereby modified as follows due to typographical error and the updated Preliminary Hydrology and Hydraulic Study (see *Attachment A* of this Final EIR).

B. Stormwater Runoff (Threshold c.ii and c.iii)

As described above, 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. Although the Project would introduce impervious surfaces to the Project site, the Project would maintain a similar drainage pattern as compared to existing conditions. Under post-development conditions, the Project site would be divided into 17 DMAs, similar to pre-development conditions. The pre-development (existing) and post-development (proposed) DMAs represent different tributary areas but were created to maintain similar or less peak flows for each area which ultimately flow to its corresponding culvert, as shown on Figure 4.10-2.



Source(s): Proactive Engineering Consultants (February 2023)

Figure 4.10-1

Not to Scale

Existing Hydrology Map

Source(s): Proactive Engineering Consultants (February 2023)

Figure 4.10-2

Not to Scale

Proposed Hydrology Map and Water Quality Plan

The 16 existing culverts would remain as the ultimate discharge locations for the Project site except for culverts 1 and 2, which will be replaced with a 20 foot~~'~~ by ~~x~~ 20~~'~~ foot reinforced concrea~~t~~e box (RCB) to be installed west of culvert 1 as part of the Caltrans SR-60 improvements. Additionally, runoff from the Project site would be captured by the proposed storm drainage system prior discharging to the existing culverts.

As shown in previous Table 4.10-1, under existing conditions, the Project site has a peak runoff volume of 1,482.4 cfs. Table 4.10-5, *Developed 100-Year Peak Flow Rates*, identifies the peak flow rates discharges from each DMA under Project conditions, which results in a total peak runoff volume of ~~1,379.5~~1384.4 cfs. Therefore, the implementation of the Project would result in an overall ~~100.99~~8 cfs reduction in peak runoff

7. Table 4.10-5, *Developed 100-Year Peak Flow Rates*, on Page 4.10-22 is hereby modified as follows due to the updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

Table 4.10-5 Developed 100-Year Peak Flow Rates

Area ID	Acreage	Existing Peak Runoff	Proposed Peak Runoff (cfs)	Basin ID	Culvert Size (in)	Culvert Capacity (cfs)
1	~~178.1~~ 177.4	376.7	~~389.7~~428.1	Basin 4	54 CMP*	483.4**
2	2.6	9.0	9.0		30 CMP*	
3	~~6.7~~7.0	28.4	~~20.0~~21.0		30CMP	96.0
4	6.7	54.5	21.6		36 CMP	154.1
45	0.4	1.8	1.8		Not Applicable	Not Applicable
5	5.1	16.4	15.6		30 CMP	71.8
6	43.~~7~~9	160.5	~~113.9~~114.2	Basin 3	42CMP	132.0
7	4.2	14.3	15.2		24 CMP	59.5
8	5.2	22.6	16.9		24 CMP	51.5
9	9.6	49.7	31.3		24 CMP	38.7
10	0.5	2.2	2.1		24 CMP	77.8
11	12.1	212.6	36.7		48 CMP	79.2
12	2.9	10.5	10.2		24 CMP	54.1
13***	117.9	191.2	313.1	Basin 2	36 CMP	138.8
14	4.2	8.7	13.7		36 CMP	118.6
15	7.7	88.4	22.2		36 CMP	119.6
16	~~136.3~~137.3	234.7	311.7	Basin 1	(2) 48 CMP	476.9
Total	**~~543.5~~544.9**	**1,482.4**	**1,379.5**			

8. Table 4.10-6, *Detention Basin 100-Year Peak Flow Capacity*, on Page 4.10-24 is hereby modified as follows due to the updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

Table 4.10-6 Detention Basin 100-Year Peak Flow Capacity

Area ID	Acreage	100-Yr 1-Hr Volume (ac-ft)	100-Yr 24-HrVolume (ac-ft)	100-Yr 1-Hr Peak Flow (Q, cfs)	100-Yr 24-Hr Peak Flow (Q, cfs)	Basin ID	Basin Capacity (ac-ft)
1	~~70.8~~51.6	~~8.4~~6.1	~~23.5~~17.1	~~268.0~~197.5	~~51.3~~37.5	4	9.4
6	~~33.8~~34.0	~~4.0~~4.1	~~12.5~~12.6	~~120.0~~120.9	~~24.0~~25.2	3	9.5
13	88.7	10.6	32.7	333.7	65.0	2	11.1
16	85.6	10.2	32.8	320.3	63.3	1	10.3

9. Page 4.10-27 is hereby modified as follows due to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

   Threshold c: Less-than-Significant Impact. The Project would not alter the drainage pattern of a stream or river. The Project would result in the introduction of impervious surfaces on site; however, the drainage pattern of the Project site under developed conditions would be similar as compared to existing conditions. Overall, the Project would result in a ~~100~~98 cfs reduction in peak flow rates. The Project's drainage system, which include detention basins, is designed to ensure that all runoff is conveyed by facilities to bypass off-site tributary flows from the south, intercept and treat runoff from the development, and provide peak flow mitigation for the 100-year storm events, as required by RCFC&WCD. 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 water quality detention basins) also would ensure the Project does not contribute substantial

10. Page 4.10-26 is hereby modified as follows for additional analysis.

    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. Compliance with the Santa Ana Region MS4 Permit, the Riverside County Drainage Area Management Plan – Santa Ana Region (DAMP) would ensure that the cumulative contribution of pollutants in the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin would not be cumulatively considerable. Accordingly, operation of the Project would not contribute to cumulatively considerable water quality effects.

Section 4.11 – Land Use and Planning

1. Page 4.11-8 is hereby modified due to updated land use entitlement names and application numbers.

   This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City of Beaumont include a General Plan Amendment (GPA; PLAN2019-0284), Pre-zoning (PLAN2019- 0284) to "Specific Plan," ~~Adoption of the~~ Beaumont Pointe Specific Plan

(SP2019-0003), ~~Vesting~~ Tentative Parcel Map (TPM) No. 38161~~82551~~, and ~~a Pre-Annexation and~~ Development Agreement (PLAN2023-0906~~DA; No. 01-2017~~). The Beaumont Pointe Specific Plan is referred to herein as Specific Plan.

2. Table 4.11-1, *General Plan Applicability Analysis*, on Page 4.11-12 is hereby modified to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

Policy 3.10.7: Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.	**No Conflict.** No Conflict. In accordance with the Project's WQMP, the Project would install LID BMPs (e.g., bioretention and biotreatment) to detain stormwater on site for runoff mitigation. The Project proposes to install four detention basins within drainage management areas. The detention basins would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, the Project proposes structural and non-structural source control BMPs (see Table 4.10-4 of this EIR) to mitigate industrial pollution. Furthermore, the Project would slightly reduce peak stormwater flows by approximately ~~100~~98 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 3.10.7.
Policy 3.11.5: Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.	**No Conflict.** As further discussed in Section 4.10, *Hydrology and Water Quality*, of this EIR, the Project site is not within the recharge area for Little San Gorgonio Creek. The Project Applicant proposes to preserve 124.7 acres on site as Open Space and 152.4 acres as Open Space – Conservation. The Project would result in a ~~100~~98 cfs reduction in peak stormwater runoff rates, and drainage from the development areas would continue to flow to San Timoteo Creek. The implementation of the Project would not interfere with the City's ability to preserve watercourses and washes necessary for regional flood control, groundwater recharge areas and drainage for open space and recreational purposes. Therefore, the Project would not conflict with General Plan Policy 3.11.5.

3. Table 4.11-1, *General Plan Applicability Analysis*, on Page 4.11-17 is hereby modified as follows due to typographical error.

Policy 4.6.1: Prioritize goods movement along specific routes in the City, consistent with the adopted layered network, to foster efficient freight logistics.	**No Conflict.** 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 and I-10 Freeway, access to the regional transportation system from the site is provided via 4th Street through an industrial area to the east. Interim regional access to the Project site is available

	from the SR-60 Freeway via Western Knolls and Veile Avenue/6th Street interchanges and the I-10 Freeway via the Oak Valley Parkway and Beaumont Avenue interchanges. Once the Potrero Boulevard interchange is constructed, regional access to the Project site would be available from the SR-60 Freeway/Potrero Boulevard and I-10 Freeway/Oak Valley Parkway interchanges~~, and access to the SR-60 and I-10 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. Truck trips would be routed through an industrial area to Potrero Boulevard, also identified as a potential City Truck Priority roadway [City to confirm]~~. 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 EIR Section 4.11, *Land Use and Planning*. Based on the foregoing, the Project would not conflict with General Plan Policy 4.6.1.

4. Table 4.11-1, *General Plan Applicability Analysis*, on Page 4.11-20 is hereby modified to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

Policy 7.4.1: Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity	**No Conflict.** In accordance with the Project's WQMP, the Project would install LID BMPs (e.g., bioretention and biotreatment) to detain stormwater on site for runoff mitigation. The Project proposes to install four detention basins within drainage management areas. The detention basins would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, the Project proposes non-structural BMPs to mitigate industrial pollution. Furthermore, the Project would slightly reduce peak stormwater flows by approximately ~~100~~98 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 7.4.1

5. Table 4.11-1, *General Plan Applicability Analysis*, on Page 4.11-20 is hereby modified to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

Policy 7.5.5: Require hydrological/ 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.	**No Conflict.** As further discussed in EIR Section 4.10, *Hydrology and Water Quality*, a Project-specific WQMP and a Project-specific Hydrology Study was prepared by Proactive Engineering Consultants West, Inc. (PECW). The WMQP identified BMPs that would be installed to mitigate water quality impacts and the Hydrology Study identified that the implementation of the Project would not result in substantial

	flooding on or off site. The detention basins to be installed on site would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Furthermore, the Project would slightly reduce peak stormwater flows by approximately ~~100~~98 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 7.5.5.

6. Table 4.11-2, *SCAG Connect SoCal Consistency Analysis*, on Page 4.11-41 is hereby modified as follows in response to Comment B-7.

5	Reduce greenhouse gas emissions and improve air quality.	**No Conflict.** An analysis of the Project's environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in Section 4.3, *Air Quality*. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations. Additionally, as discussed herein, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the County of Riverside CAP requirement by achieving 581 points, which is significantly more than the required minimum of 100 points to determine consistency. Furthermore, as demonstrated in Table 4.8-5 of the Draft EIR, the Project would not conflict with the City's Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. Although the Project would exceed the City's GHG significance threshold of 3,000 MTCO2e per year, all feasible mitigation measures have been included to reduce GHG impacts. Specifically, Mitigation Measures 4.3-3 through 4.3-13 relating to air quality would also reduce GHG impacts and Mitigation Measure 4.8-1 requires verification that the Project would achieve 581 points from the County CAP Screening Table for GHG Implementation Measures ~~CAP's requirement to achieve at least 100 points and would have less than significant individual and cumulatively considerable impact on GHG emissions~~. Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.

Section 4.13 – Noise

1. Page 4.13-22 is hereby modified as follows due to typographical error.

   Acceptable exterior construction noise level threshold is based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction. As shown in Table 4.13-7, Project construction would not cause noise levels at receiver locations to exceed 75 dBA Leq. Accordingly, Project construction would not result in substantial noise-related health safety hazards and impacts would be less than significant.

2. Page 4.13-39 is hereby modified as follows for clarification purposes.

   Threshold a: Significant Direct and Cumulative Impact. The Project would not generate a substantial temporary or permanent increase in ambient noise levels during construction or on-site operation, in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would result in a significant impact from traffic noise at four roadway segments (#1, #4, #5, and #6). Therefore, the Project-related construction and off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact.

3. Page 4.13-41 is hereby modified as follows due to typographical error.

   Both rubberized asphalt and off-site noise barriers are considered as potential noise mitigation measures to reduce the potentially significant off-site traffic noise level increases. However, due the reasons outlined above~~ut~~ neither form of mitigation is recommended for implementation since they would not eliminate the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments. Therefore, Project-related off-site traffic noise level increases are considered significant and unavoidable under Project-level and cumulative conditions.

Section 4.14 – Population and Housing

1. Page 4.14-8 is hereby modified as follows in response to Comment B-17.

   According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,090,800 persons with more than 1,931,500 people employed and an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021). 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 (City of Beaumont, 2020b). 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, as analyzed below.

2. Page 4.14-11 is hereby modified as follows due to typographical error.

   With the related projects (see Section 4.0, for the related projects list), there would be an increase of 13,317 residential units, 6,318,000 square feet of industrial uses, and 60,899 square feet of commercial uses. The related projects' industrial and commercial uses would generate approximately 6,370 jobs, which when combined with the Project, results in 11,826 jobs.3 As shown in Table 4.14-5, *Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont*, the projected population, housing units, and employment growth generated by the Project and related projects would be within the anticipated growth for the City. Additionally, by adding housing and non-residential uses in the City, the Project, along with related projects, would increase the City's jobs-housing ratio from 0.66 (Buildout Year Without Project) to 0.75 (Buildout Year With Project Plus Related Projects), which is within the City's projected ~~growth~~jobs-housing of 0.93 in 2040. The increase in housing and jobs from the related projects and jobs generated by the Project would contribute to the City's projected growth and jobs-housing ratio. Therefore, the Project with related projects would improve the City's jobs-housing balance and impacts would be less than significant.

Section 4.15 – Public Services

1. Page 4.15-2, Subsection 4.15.1, Existing Conditions, is hereby modified to describe a new fire station that is in the process of being constructed in the City. The new fire station was not needed for the Project nor relied upon for the analysis of impacts to fire protection services, and the EIR concluded that the existing facilities would provide adequate protection even with the increase in call volume. Modifications are as follows:

   Within the area's emergency services system, fire and emergency medical services are also provided by other Riverside County Fire Stations. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. However, mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the Project area, fire agencies cooperate under a statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically interdependencies that exist among the region's fire protection agencies for structural and medical responses; these are primarily associated with the peripheral "edges" of each agency's boundary (Dudek, 2022).

   In September 2022, the City kicked off the construction of new Fire Station No. 106 (the "West Side Fire Station") along Potrero Boulevard across from Olivewood Avenue. Construction is expected to take approximately twelve months. The new fire station will be approximately 10,000 sq. ft. and will include living quarters, offices, a fitness center and large bays to house multiple fire apparatus. Staffing will include three-four personnel, including a paramedic to provide advanced life support care. Services from the facility will be provided 24 hours a day, 7 days a week and 365 days of the year. Personnel at this station will be equipped with cardiac monitors, advanced life support medications, intubation equipment, trauma life support equipment, auto extrication tools, and more. The apparatus which will be housed in the facility will be capable of suppressing structure, wildland, vehicle, and other types of fires. The new station will decrease response times for the City's west side communities, including Olivewood, Tournament Hills, Tukwet and the new logistics centers located off of SR-60.

Section 4.17 – Transportation

1. Table 4.17-1, *General Plan Applicability Analysis*, on Page 4.17-14 is hereby modified as follows due to typographical error.

Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.	**No Conflict.** The closest sensitive area to the Project site is an existing single-family residence located approximately 483 feet south of the Project site's southernmost boundary. Other residential uses are located north across Frontage Road (1,253 feet) and beyond SR-60. However, the Project would not restrict access to or from the existing residence; the Project would provide private residential access on-site to the existing residence, cars and trucks will not pass by this residence under the proposed roadway plan. Truck trips would be routed through an industrial area to SR-60 and I-10 ~~Potrero Boulevard~~ and would not pass by sensitive areas. Based on these restrictions, the Project would not conflict ~~be consistent~~ with General Plan Policy 4.6.2.

2. Page 4.17-22 is hereby modified as follows due to typographical error.

The Technical Advisory relies on the Quantifying Greenhouse Gas Mitigation Measures, (CAPCOA) 2010 resource document to help justify the 15 percent reduction in VMT threshold stating, " . . . fifteen percent reduction in VMT are achievable at the project level in a variety of place types . . . ". A more accurate reading of the CAPCOA document is that a fifteen percent is the maximum reduction when combining multiple mitigation strategies for the suburban center~~4~~ place type. For suburban ~~5~~ place types 10 percent is the maximum and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit. It is also important to note that the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases (Fehr & Peers, 2019, pp. 65-66).

3. Page 4.17-23 and 1-33 hereby modified as follows due to typographical error.

MM 4.17-1 Prior to the issuance of building permits, the Project Applicant shall incorporate the TDM measures identified below. Verification that the TDM measures ~~were~~ completed shall be verified by the City's Public Works Director.

a. Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and, where applicable, transit.

b. Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the site.

c. Commute trip reduction (CTR) programs offered to encourage the use of biking.

d. Encourage CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

Section 4.19 – Utilities and Service Systems

1. Page 4.19-5 is hereby modified to update the closure date of the Badlands Landfill.

   - **Badlands Landfill** – Located approximately 4.3 miles northwest of the Project site in the City of Moreno Valley at 31125 Ironwood Avenue. The landfill is operated by the RCDWR. The landfill has permitted tonnage of 4,800 tpd, has a remaining capacity of 15,748,799 cy as of January 2015, and has an estimated closure date of January 2059~~2022~~.

2. Page 4.19-20 is hereby modified as follows in response to the changes made in the Beaumont Pointe Specific Plan.

   The Project is anticipated to have a wastewater generation rate of 0.26 million gallons of wastewater per day. The Project would construct a wastewater conveyance system to service the Project site and connect to the City's sanitary system. The Project utilizes a gravity sanitary system. However, due to the grading limitations, the sewer system ~~does not provide gravity flow to the proposed point of connection, which is a 12-inch PVC line and a sewer manhole, located at the end of the extension of 4th Street 350 feet east of the Project site in 4th Street in the existing right-of-way. Instead, the gravity system will flow to the proposed sewer lift station located at the northwest corner of PA 5. From there the sewer flow will be conveyed via the proposed Dual Force Main within Industrial Way and Entertainment Avenue, and Jackrabbit Trail towards a connection at 4th Street with an existing 12" inch gravity sewer line~~ utilizes 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and 6. Flows from the lift station are then conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and 4th Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the site. The on-site lift station shall be designed and limited to the Project's ultimate capacity with no interim condition except potential pump quantity.

3. Page 4.19-3 is hereby modified as follows to disclose additional imported water available to the Beaumont-Cherry Valley Water District (BCVWD) from the San Gorgonio Pass Water Agency (SGPWA).

   In 2022, SGPWA entered into a 20-year Agreement with the City of San Buenaventura (Ventura) and the Casitas Municipal Water District (Casitas). Together, the City of Ventura and the Casitas Municipal Water District have a combined Table A water allocation of 20,000

acre-feet. Ventura and Casitas do not plan to take direct delivery of their respective Table A water. The Ventura Water Agreement allows SGPWA to purchase water from Ventura and Casitas through its contractual arrangement. Of the 20,000 acre-feet total Table A allocation, the agreement allows for SGPWA to receive up to 10,000 acre-feet in addition to the existing 17,300 acre-feet Table A allocation for SGPWA. The average percentage of SGPWA Table A water available to BCVWD can be found in Tables 9-5 and 9-6 in the WSA Addendum #1 (*Technical Appendix L2* of the Draft EIR). It is expected that BCVWD will receive the same percentage of water from the Ventura Water Agreement as it receives from SGPWA's Table A allocation. The average percentage of BCVWD's historical SWP water from SGPWA can be found in Table 9-9 in the WSA Addendum #1 (*Technical Appendix L2* of the Draft EIR). The Table below shows the normal year, single dry year, and five consecutive dry years planned SWP Ventura Water Allocations for San Gorgonio Pass Water Agency through 2045.

Future Ventura Allocations by Year Type Through 2045 (AFY)						
Total Supply		**2025**	**2030**	**2035**	**2040**	**2045**
Normal		5800	5800	5800	5800	0
Single Dry Year		500	500	500	500	0
Multi-Year Drought	**Year 1**	3500	3500	3500	3500	0
	Year 2	500	500	500	500	0
	Year 3	500	500	500	500	0
	Year 4	2000	2000	2000	2000	0
	Year 5	3500	3500	3500	3500	0

4. Page 4.19-26 is hereby modified as follows due to typographical error.

Hazardous waste generated during construction would be disposed of per existing legal requirements ~~regulations~~ (discussed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR). Similarly, hazardous materials used during the construction and operation of the warehouse uses, including maintenance activities, would be disposed of~~conducted~~ in compliance with applicable regulations. Further, as discussed above, solid waste generated during construction activities would adhere to the diversion requirements outlined in the CalGreen Code, and would not exceed the required 65% diversion rate. The Project would participate in established programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

Section 4.20 – Wildfire

1. Page 4.20-7 is hereby modified due to CalFire's update to the Fire Hazard Severity Zones Maps.

As shown in Figure 4.20-1, *Fire Hazard Severity Zone*, the Project site is designated within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire. Adjacent to the Project site, within the City of Beaumont's jurisdictional boundary, the land is primarily designated as a Very High

Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) local responsibility area (LRA). Additionally, CALFire has released an updated version of their draft fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the Project site and its surroundings to all Very High rather than the current combination of Very High and High. Adoption of CALFire's new fire hazard zone maps would not change the findings in the Fire Protection Plan (*Technical Appendix M1*), which was planned and prepared for the Project as if it was entirely within the VHFHSZ. After being annexed to the City of Beaumont, it is possible that the Project site could be re-designated as LRA in a future update of CAL FIRE's Hazard Severity Zone, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the Project (RCIT, 2021; CalFire, 2021; Dudek, 2022).

2. Page 4.20-9 is hereby modified to add in a description of the City's new fire station. The new fire station was not needed for the Project nor relied upon for the analysis of impacts to fire protection services, and the EIR concluded that the existing facilities would provide adequate protection even with the increase in call volume. Modifications are as follows:

   As discussed in Section 4.15, *Public Services*, the Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. (Dudek, 2022)

   In September 2022, the City commenced the construction of new Fire Station No. 106 (the "West Side Fire Station") along Potrero Boulevard across from Olivewood Avenue. Construction is expected to take approximately twelve months. The new fire station will be approximately 10,000 sq. ft. and will include living quarters, offices, a fitness center and large bays to house multiple fire apparatus. Staffing will include three to four personnel, including a paramedic to provide advanced life support care. Services from the facility will be provided 24 hours a day, 7 days a week and 365 days of the year. Personnel at this station will be equipped with cardiac monitors, advanced life support medications, intubation equipment, trauma life support equipment, auto extrication tools, and more. The apparatus which will be housed in the facility will be capable of suppressing structure, wildland, vehicle, and other types of fires. The new station will decrease response times for the City's west side communities, including Olivewood, Tournament Hills, Tukwet and the new logistics centers located off of SR-60. Furthermore, it should be noted that the Project would be required by City of Beaumont Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

3. Page 4.20-11 is hereby modified to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

   According to RCIT and FEMA, the Project site is within an area of minimal flooding (RCIT, 2021; FEMA, 2014). As further discussed under Threshold c of EIR Section 4.10, Hydrology and Water Quality, the Project would maintain a similar drainage pattern as compared to

existing conditions. It should be noted that the overall development pad would be elevated by the proposed design grading to be situated above local drainage courses. As such, the risk of flooding is low. (KCG, 2019) Additionally, the implementation of the Project would result in a ~~100~~98 cfs reduction in peak flows discharging from the Project site. As such, impacts related to downslope/downstream flooding and drainage changes would be less than significant.

4. Page 4.20-24 is hereby modified to updated Preliminary Hydrology and Hydraulic Study (refer to *Attachment A* of this Final EIR).

   Threshold d: Less-than-Significant Impact. The Project site is within an area of minimal flooding. Additionally, the Project would maintain a similar drainage pattern as compared to existing conditions and would reduce peak flow rates by ~~100~~98 cfs. Additionally, portions of the Project site have a "low" to "moderate" susceptibility for landslides. 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.

Section 6.0 – Alternatives

1. Page 6-26 is hereby modified due to updated land use entitlement names and application numbers.

   ### *K. Land Use and Planning*

   Similar to the Project, the Reduced Development Area and Intensity Alternative would require a General Plan Amendment, Pre-zoning to "Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Vesting Tentative Parcel Map and Development Agreement ~~a Pre-Annexation~~ to implement the development. Similar to the Project, this alternative would be consistent with the SCAG's Connect SoCal policies, the City's General Plan and Zoning Ordinance, and Western Riverside County MSHCP. While, like the Project, this alternative would not conflict with the SCAG's Connect SoCal policies, it would impede the Connect SoCal goal of growing the Beaumont area as a job center to a greater extent than would the Project. Therefore, the Reduced Development Area and Intensity Alternative would still result in a less than significant impact related to land use and planning and similar to the Project.

2. Page 6-33 is hereby modified due to updated land use entitlement names and application numbers.

   ### *K. Land Use and Planning*

   The Reduced Intensity Alternative would require a General Plan Amendment, Pre-zoning to "Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Vesting Tentative Parcel Map and Development Agreement ~~a Pre-Annexation~~ to implement the development similar to the Project. Similar to the Project, this alternative would be consistent with the SCAG's Connect

SoCal policies, the City's General Plan and Zoning Ordinance, and Western Riverside County MSHCP. Therefore, the Reduced Development Area and Intensity Alternative would result in a less than significant impact related to land use and planning and impacts would be similar compared to the Project.

3. Page 6-40 is hereby modified due to updated land use entitlement names and application numbers.

K. Land Use and Planning

The Truck Storage Yard Alternative would require a General Plan Amendment, Pre-zoning to "Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Vesting Tentative Parcel Map and Development Agreement ~~a Pre-Annexation~~ to implement the development similar to the Project. This alternative would have the same type of consistency with the SCAG's Connect SoCal policies, the City's General Plan and Zoning Ordinance, and Western Riverside County MSHCP. While, like the Project, this alternative would not conflict with the SCAG's Connect SoCal policies, it would impede the Connect SoCal goal of growing the Beaumont area as a job center to a greater extent than would the Project. Nevertheless, the Truck Storage Yard Alternative would result in a less than significant impact related to land use and planning and similar compared to the Project.

Technical Appendices

The following technical appendices have been updated and do not contain new significant information or change the findings of the Draft EIR. These technical appendices are incorporated herein as *Attachments A – D* of this Final EIR:

- Draft EIR Appendix I1, Hydrology and Hydraulic Study
- Draft EIR Appendix I2, Preliminary Water Quality Management Plan
- Draft EIR Appendix K1, Traffic Analysis
- Draft EIR Appendix M1, Fire Protection Plan

"ATTACHMENT X"

Findings of Fact and Statement of Overriding Considerations for the:

Beaumont Pointe Specific Plan Project

State Clearinghouse No. 2020099007

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

CEQA Consultant
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Lead Agency Discretionary Permits
General Plan Amendment PLAN2019-0284
Pre-Zone PLAN2019-0283
Beaumont Pointe Specific Plan SP2019-0003
Beaumont Pointe Sign Program PLAN2022-0856
Vesting Tentative Parcel Map No. 38161 PM2022-0012
Development Agreement PLAN2023-0906
Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan

November 16, 2023

"ATTACHMENT X"

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Exhibit A – Fiscal Impact Analysis

1.0 INTRODUCTION AND PURPOSE

The 539.9-acre Project site, as described under Section 1.2.1 below, is in unincorporated Riverside County at the western edge of the City and in the City's sphere of influence. The City of Beaumont (the "City") in approving the Beaumont Pointe Specific Plan Project (the "Project") makes the Findings described below. The Findings are based upon the entire record before the City, as described in Subsection 1.3 below, including the Environmental Impact Report ("EIR") prepared for the Project with the City acting as lead agency under the California Environmental Quality Act ("CEQA").

Hereafter, the Notice of Preparation ("NOP"), Notice of Availability ("NOA"), Draft EIR ("DEIR"), Technical Studies, and Final EIR ("FEIR") (containing responses to public comments on the DEIR and textual revisions to the FEIR), will be referred to collectively herein as the "EIR" unless otherwise specified.

1.1 FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The statute also provides that the procedures required by CEQA are "intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Finally, Section 21002 indicates that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate described in Public Resources Code Section 21002 is implemented, in part, through the requirement that for projects with one or more significant environmental effects, agencies must adopt written findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. The third finding is that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR (CEQA Guidelines Section 15091). Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." As stated in CEQA Guidelines Section 15093 (a), "[i]f the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered `acceptable.'"

1.2 PROJECT SUMMARY

1.2.1 SITE LOCATION

The 539.9-acre Project site is located in unincorporated Riverside County at the western edge of the City and in the City's sphere of influence. 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 (SR-60) abuts the Project site to the north, Interstate 10 (I-10) is located approximately 1.5 miles to the north of the site, and Interstate 79 (I-79) is located approximately 1.5 miles to the east of the site. The Project site is located west of Jack Rabbit Trail and south of SR-60.

1.2.2 PROJECT OVERVIEW

The Project Applicant, JRT BP 1 LLC, proposes to entitle and develop the Project on a 539.9-acre undeveloped site (Project site or site) and allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Project would conserve a total of 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on site and 78.40 acres off site. This 78.40-acre off-site area is outside of the Project boundary and is in Riverside County and not within the City's SOI. Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site.

The Project is primarily defined by the Beaumont Pointe Specific Plan. The Specific Plan is also available for review at the City's Planning Division at 550 East 6th Street, Beaumont, CA 92223 and on the City's website. The Specific Plan identifies ten (10) Planning Areas (PAs), of which two (2) are identified and zoned for General Commercial uses (PAs 1 and 2), six (6) are identified and zoned for Industrial uses (PAs 3 through 8), and the remaining two PAs are identified and zoned for Open Space (PA 9) and Open Space – Conservation (PA 10).

1.2.3 PROJECT OBJECTIVES

The fundamental purpose and goal of the Beaumont Pointe Specific Plan is to accomplish the orderly development of General Commercial, Industrial, Open Space, and Open Space-Conservation land uses over the approximately 539.9-acre Project site. The Project would achieve this goal through the following Project Objectives:

1. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.

2. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.

3. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

4. Creating new job opportunities within the City of Beaumont which improve the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.

5. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.

6. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants, and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.

7. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.

8. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality, and greenhouse gas impacts.

9. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.

1.2.4 CITY OF BEAUMONT ACTIONS COVERED BY THE EIR

The following discretionary and administrative actions are required of the City to implement the Project. The EIR prepared for the Project covers all discretionary and administrative approvals which

may be needed to construct or implement the Project, whether or not they are explicitly listed. They include:

- General Plan Amendment (PLAN2019-0284)
- Pre-Zone (PLAN2019-0283)
- Beaumont Pointe Specific Plan (SP2019-0003)
- Beaumont Pointe Sign Program (PLAN2022-0856)
- Vesting Tentative Parcel Map (VTPM) No. 38161 (PM2022-0012)
- Development Agreement (PLAN2023-0906)
- Approval by the City and LAFCO of annexation to the City of Beaumont and approval by BCVWD and LAFCO of annexation to the Beaumont-Cherry Valley Water District
- Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan

1.2.5 APPROVALS FROM OTHER AGENCIES

The California Public Resource Code (Section 21104) 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 which 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."

The anticipated agencies expected to use the EIR are described below. However, the EIR can be used by any Trustee Agency or Responsible Agency, whether identified in the EIR or not, as part of their decision-making processes in relation to the proposed Project.

Public Agency	Approvals and Decisions
City of Beaumont	
Proposed Project – City of Beaumont Discretionary Approvals	
Planning Commission	• Provide recommendation to the Beaumont City Council regarding whether to certify the Project's EIR. • Provide recommendations to the Beaumont City Council regarding whether to approve: o General Plan Amendment (PLAN2019-0284), o Pre-Zone (PLAN2019-0283). o Beaumont Pointe Specific Plan (SP2019-0003), o Beaumont Pointe Sign Program (PLAN2022-0856) o Vesting Tentative Parcel Map o Development Agreement

Public Agency	Approvals and Decisions
City Council	• Certify the Project's EIR (ENV2019-0008) and adopt the Mitigation Monitoring and Reporting Program and Findings and Statement of Overriding Considerations. • Approval or Adoption of: o General Plan Amendment (PLAN2019-0284), o Pre-Zone (PLAN2019-0283). o Beaumont Pointe Specific Plan (SP2019-0003), o Beaumont Pointe Sign Program (PLAN2022-0856) o Vesting Tentative Parcel Map o Development Agreement
City of Beaumont	• Annexation Application • Joint Project Review (as Permittee) • Minor Amendment to the MSHCP (submitted by the City with approval by the Wildlife Agencies)
Subsequent City of Beaumont Discretionary and Ministerial Approvals	
City of Beaumont Subsequent Implementing Approvals	• Approve Final Phased Parcel Maps • Approve Plot Plans • Approve Landscaping/Irrigation Plan • Approve Conditional or Temporary Use Permits, if required. • Issue Grading Permits • Issue Building Permits • Approve Road Improvement Plans • Approve Infrastructure Plans • Issue Encroachment Permits • Approve public right-of-way dedications • Approve Water Quality Management Plan • Approve connections to the municipal sewer system
Responsible Agencies – Approvals and Permits	
Beaumont-Cherry Valley Water District (BCVWD)	• Annexation • Adoption of the Water Supply Assessment • Approvals for construction of water infrastructure and connection to water distribution system.
Eastern Municipal Water District	• Approvals for construction of sewer infrastructure and connection to sewer distribution system.
Riverside County Local Agency Formation Commission (LAFCO)	• Approval of the BCVWD and City annexation applications.
Western Riverside County Regional Conservation Authority	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Approval of Habitat Evaluation and Acquisition Negotiation Strategy • Determination of Biologically Equivalent or Superior Preservation
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. • Issuance of a Section 401 Permit pursuant to the Clean Water Act
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 proposed Project.
U.S. Army Corps of Engineers	• Issuance of a Section 404 Permit pursuant to the Clean Water Act
U.S. Fish and Wildlife Service	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Determination of Biologically Equivalent or Superior Preservation •
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.
California Department of Fish and Wildlife	• Approval of Criteria Refinement • Minor Amendment to the MSHCP • Determination of Biologically Equivalent or Superior Preservation • Issuance of a Section 1602 Streambed Alteration Agreement

1.3 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City conducted an extensive environmental review of the Project to ensure that the City's decision makers and the public are fully informed about the potential significant environmental effects of the Project; to identify ways that environmental damage can be avoided or significantly reduced; and to prevent significant, avoidable damage to the environment by requiring changes in the Project using mitigation measures which have been found to be feasible. To do this, the City, acting as lead agency under CEQA, undertook the following:

- Circulated a Notice of Preparation (NOP) to the California Office of Planning and Research (the "State Clearinghouse"), Responsible Agencies, Trustee Agencies, and other interested parties on September 7, 2020 for a 30-day review period between September 7, 2020 and October 6, 2020;

- The NOP was posted on the City's website and Beaumont City Hall Planning Department, and at the Riverside County Clerk's office on September 7, 2020;

- The NOP was posted at the Riverside County Clerk's office on September 2, 2020

- Published the NOP in the Press-Enterprise Newspaper, which is the newspaper of general circulation in the area affected by the Project, Publish Date September 7, 2020;

- Held a publicly noticed EIR Scoping Meeting via teleconference communications (live streaming), recorded for the City's official YouTube webpage, and open to public attendance subject to social distancing and applicable health orders, on September 17, 2020, to solicit comments from the public on the environmental issue areas that should be analyzed in the EIR;

- Sent a Notice of Availability (NOA) and Notice of Completion (NOC) and electronic copies of the DEIR to the California Office of Planning and Research, State Clearinghouse, on December 21, 2022;

- Mailed via certified mail a copy of the NOA to all Responsible Agencies, Trustee Agencies, and other interested parties and organizations to inform recipients that the DEIR was available for a 45-day review period beginning on December 22, 2022, and ending on February 8, 2023;

- The NOA was posted on the City's website and at the Riverside County Clerk's office on December 21, 2022;

- Published the NOA in the Press-Enterprise Newspaper, which is the newspaper of general circulation in the area affected by the Project, on December 22, 2022;

- The DEIR was posted on the City's website at https://www.beaumontca.gov/1143/Beaumont-Pointe-SpecificPlan during the public review period for the DEIR.

- Prepared responses to comments on the DEIR received during the 45-day comment period on the DEIR, which have been included in the FEIR;

- Distributed the FEIR, including individual responses to agencies that commented on the DEIR on November 17, 2023; and

- Held a Planning Commission hearing on November 29, 2023.

For the purposes of CEQA and the Findings herein set forth the Record of Proceedings for the Project and consists of those items listed in CEQA Section 21167.6(e), along with other items contained within the City's files that are relevant to the consideration of the Project. The Record of Proceedings for the City's decision on the Project consists of the following documents, at a minimum and without limitation, which are herein incorporated by reference and made part of the record supporting these Findings:

- The Notice of Preparation, Notice of Availability, and all other public notices issued by the City in conjunction with the Project;
- The DEIR for the Project and all technical appendices and documents cited, relied upon or incorporated by reference;
- All written comments submitted by agencies, organizations, or members of the public during the public review comment period on the DEIR and the City's responses to those comments;
- The DEIR for the Project and all technical appendices and documents cited, relied upon or incorporated by reference;
- The Mitigation Monitoring and Reporting Program for the Project;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City by public agencies, organizations or members of the public in connection with the DEIR, up through the close of the public review period for the project on February 8, 2023;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- All findings and resolutions adopted by the City regarding the project, all documents, cited or referred to therein and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings, in addition to those cited above; and any other materials required for the record of proceedings by CEQA Section 21167.6(e).

All the documents identified above and all the documents which constitute the Record of Proceedings for the City's actions related to the Project and are required to be part of the record pursuant to Public Resources Code Section 21167.6(e) are located at the City, 550 East 6th Street, Beaumont, CA 92223, Department of Planning. Questions should be directed to Carole L. Kendrick, Planning Manager.

2.0 ENVIRONMENTAL IMPACTS AND FINDINGS

The EIR was prepared by T&B Planning, Inc., an independent, professional consulting firm. The professional qualifications and reputation of the EIR Consultant, the supervision and direction of the EIR Consultant by City staff, the thorough and independent peer review of the DEIR and DEIR, including comments and responses by City staff, and the review and careful consideration of the DEIR by the City, including comments and responses; all conclusively show that the DEIR is the product of and reflects the independent judgment and analysis of the City as the Lead Agency.

Based on the NOP, *Technical Appendix A* to the DEIR, and the responses of the NOP, the EIR analyzed 20 potential areas where significant environmental impacts could result from implementation of the Project. These environmental topics were analyzed in the EIR and include aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

Having received, reviewed, and considered the information in the DEIR, as well as any and all other information in the record, the City hereby makes findings pursuant to and in accordance with CEQA Sections 21081, 21081.5, and 21081.6.

3.0 ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The City hereby finds that the following potential environmental impacts associated with the implementation of the Project are less-than-significant and therefore do not require the imposition of mitigation measures.

3.1 AESTHETICS

Project impacts for Aesthetics do not result in significant impacts and findings are discussed below.

3.1.1 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

The Project will comply with Regulatory Requirements and Project Design Features that serve to reduce any potential impacts to less than significant. RR 1-1, which is applicable regardless of CEQA and would apply to any project under similar circumstances. RR 1-1 does not constitute a mitigation measure but will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation of mandated RRs.

RR 1-1 The Project is required to comply with City of Beaumont Municipal Code Chapter 8.50, which establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City to reduce "skyglow" or light pollution that affects day or nighttime views of the Mt. Palomar Observatory.

The Project includes the following Project Design Feature (PDF 1-1) that serves to reduce the Project's impacts. PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure their implementation.

PDF 1-1 Development implementing the Beaumont Pointe Specific Plan shall comply with the Development Standards set forth in Chapter 3 and the Design Guidelines related to Architectural Design and Landscape Design in Chapter 4 of the Specific Plan. Conformity to the Development Standards and Design Guidelines would be addressed by the City's future review of implementing building permits for compliance with the Specific Plan's requirements and would serve to reduce and/or avoid impacts relating to aesthetics.

3.1.2 THRESHOLD A

Impact Statement: The Project would not have a substantial adverse effect on a scenic vista.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.1.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ **Substantial Evidence**

The City has not designated any portion of the Development Site as a scenic resource. Accordingly, the Development Project will not physically alter a designated scenic resource. With respect to the ability of the Development Project to block a scenic vista, although landforms in mid-ground views (PAs 1-8) would be altered for the development, the Project would not allow grading within PA 10, which would preserve foreground landforms along the SR-60 Freeway and ridgeline background views behind the development. Landform would not change along the north-northeast edge of the Project site between the site's north-northeast property line to the SR-60 Freeway. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, are not anticipated to block major views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains due to the Project site's orientation and topography in relation to SR-60 and Frontage Road. Specifically, the topography to the north near SR-60 will be higher than the finished grade building pads for the proposed industrial uses, which would limit the views of the proposed structures from SR-60. Under Project conditions, SR-60 and Frontage Road are anticipated to continue to provide intermittent and partial views to the existing ridgelines.

Proposed signage, due to its small size in comparison to panoramic ridgelines views, would not block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains. The southern portion of the Project site and the areas surrounding the proposed structures will be designated as Open Space and Open Space - Conservation, which will also help preserve the scenic views within this area. The Project's proposed Industrial and General Commercial land uses are in proximity to developing areas that are designated for Industrial uses. In accordance with the Beaumont General Plan goals and policies, the Project's design will be reviewed to ensure that the Project is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. The Beaumont General Plan goals and policies are intended to ensure that urbanization of the City will not result in significant visually intrusive or incompatible development. As such, through compliance and implementation of the Beaumont General Plan goals, policies, and implementation strategies, and consistency with the established Specific Plan Development Standards and Design Guidelines and the Sign Program, impacts on scenic vistas would be less than significant. (DEIR pp. 4.1-8 to 4.1-10)

3.1.3 THRESHOLD B

Impact Statement: The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.1.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts with respect to Threshold b; therefore, no mitigation is required.

❑ **Substantial Evidence**

According to the Caltrans List of Eligible and Designated State Scenic Highways, there are no designated or eligible State scenic highways within or adjacent to the Project site. The nearest officially

designated State scenic highway is CA-243 located approximately 9.5 miles east of the Project site (Caltrans, 2019). At this distance, the Project would not be within the corridor of CA-243 and would not have any effect on views of the scenic resources available in CA-243 corridor. The nearest eligible State scenic highway is CA-74 located approximately 13.0 miles south of the Project site. Additionally, at this distance the Project would not be within the viewing corridor of this eligible State scenic highway and would not have any effect on views of the scenic resources available from this highway corridor. Accordingly, the Project would not have the potential to substantially damage scenic resources within a State scenic highway and no impacts would occur.

According to Figure C-8, *Scenic Highways*, of the Riverside County General Plan, the nearest Riverside County eligible scenic highway to the Project site is San Timoteo Canyon Road/Redlands Boulevard, located approximately 2.1 miles northeast. San Timoteo Canyon Road/Redlands Boulevard is an east-west oriented roadway that provides views to San Gorgonio Mountains and San Bernardino Mountains. Due to distance, intervening topography, and the relatively low profile of the Project's proposed structures and signage, the Project is not anticipated to substantially damage scenic resources within the San Timoteo Canyon Road/Redlands Boulevard corridor and impacts would be less than significant. (DEIR pp. 4.1-10 to 4.1-12)

3.1.4 THRESHOLD C

Impact Statement: The Project would not, in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.1.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ Substantial Evidence

The Project site is within a non-urbanized area of the City's sphere of influence and unincorporated Riverside County. 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.

The Project site is vacant and undeveloped, consisting of a mixture of flat to rolling terrain along the south side of SR-60, with steep hillsides and various canyons throughout. The Project site includes various unmarked trails and is covered in ground covering, trees, and shrubs. Under existing conditions, the Project site has a rural character and includes natural features that the City classifies as scenic resources. The areas surrounding the Project site include vacant undeveloped land, residential land uses, and industrial/commercial uses. Industrial/commercial uses to the east include the Hidden Canyon Industrial Park project, currently under construction, visible from SR-60 and the Project site. Due to the topographic constraints of the Project area, public views of the Project site are limited to SR-60 and Frontage Road. There are limited distant views of the Project site from Oak Valley Parkway north of SR-60.

The Project Applicant proposes to develop the 539.9-acre Project site with Industrial, General Commercial, Open Space and Open Space - Conservation land uses. The conceptual grading design provides for an overall balanced earthwork condition. Development of the Project site would require a substantial amount of earthwork, and earthwork activities are expected to balance on site. The boundary between PA 9 and PA 10 is designated as the "Limits of Disturbance" on the Land Use Plan, meaning that no grading, fuel management, or development activities will occur beyond the location of that line.

Construction activities at the Project site would be visible from public vantage points. The most visible construction activities would occur during mass grading activities, when constructing slopes and leveling higher elevations to create building pads and within PAs 2 and 8, which have the greatest visibility from SR-60. However, overall views of construction activities would be limited due to distance to SR-60 and the surrounding topography. Although landforms in mid-ground views (PAs 1-8) would be altered for development, no grading would occur between the Project site's north-northeast property line and SR-60 or within PA 10, which would preserve existing foreground landforms along SR-60 and distant ridgeline background views to the south. Specifically, building pad elevations would range from approximately 2,348 to 2,410 feet above msl, while the existing landform between the north-northeastern boundary of the Project site and SR-60 would be maintained with elevations ranging between approximately 2,220 to 2,300 feet above msl.

During grading and construction, various pieces of heavy machinery would be used. 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 SR-60 and Frontage Road during near-term construction activities would be less than significant due to limited views of construction equipment and the low profile of construction equipment compared to future development. The construction of the Project would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings.

Although the Project would convert undeveloped hillside areas to industrial and commercial development, it would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings because the existing hillsides surrounding the Project site would be maintained, limiting views of the development. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, would not 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 and Frontage Road. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, would not 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 and Frontage Road. The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The Beaumont General Plan goals and policies are intended to ensure that urbanization of the City will not result in substantial degradation to the existing visual character or quality of the Project site and its

surroundings. The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, Project impacts would be less than significant. The Project does not conflict with any General Plan policies in the land use and community design element. (DEIR pp. 4.1-12 to 4.1-24)

3.1.5 THRESHOLD D

Impact Statement: The Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

❑ Findings

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.1.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ Substantial Evidence

Currently, the Project site does not have any sources of artificial light. The Project site is within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (RCIT, 2020). Development projects within Zone B of the Mt. Palomar Nighttime Lighting Policy Area are required to adhere to the requirements of Riverside County Ordinance No. 655, which controls artificial lighting sources to protect the Observatory (Riverside County, 1988). Compliance with the Beaumont Municipal Code Chapter 8.50 would ensure compliance with Ordinance No. 655.

Implementation of the Project would introduce new sources of light on the Project site that may affect the nighttime sky. Lighting will be installed on buildings and along streets, parking areas, loading dock areas, and pedestrian walkways for the security and safety of future employees and visitors. Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets, open space, SR-60, and/or adjacent properties. Additionally, new sources of light from glare may also arise from the use of reflective materials on building exteriors from the Project's proposed structures. Industrial building facades may include freeway visible business identification signs, murals, or other visual works to be used to enhance building walls, particularly along SR-60. Murals may include down-lighting only, to allow passing motorists views of the signs or murals. Uplighting is not permitted. Such signs, murals or other visual works are prohibited from including moving, flashing, or otherwise visually distracting elements, or materials that are highly reflective.

According to the Project's Conceptual Lighting Study, which was prepared in compliance with Beaumont Municipal Code Chapter 8.50, lighting generated from the proposed industrial and general commercial uses to the trespass line is at an average of zero footcandles and a maximum of 0.7 footcandles. The trespass line is within the edge of PA 9, which is designated as Open Space and serves as a buffer between the Specific Plan's developed areas and the Open Space – Conservation in PA 10. No light trespass would reach PA 10. (Visual Concepts Lighting, 2021)

Additionally, the Project would be required to comply with the Development Standards and Design Guidelines established in the Beaumont Pointe Specific Plan (refer to PDF 1-1). The Design Guidelines contain standards related to architecture to provide specific guidance for future implementing development. None of the Project's proposed building materials would consist of large expanses of reflective materials, except for proposed windows, which would not be mirrored and would have low-potential glare characteristics. Compliance with the Development Standards and compliance with the Design Guidelines of the Beaumont Pointe Specific Plan, the Sign Program, and Beaumont Municipal Code Chapter 8.50 would ensure that all lighting and building design elements proposed by the Project are designed to prevent the creation of substantial light or glare that could affect day or nighttime views in the area, Therefore, the implementation of the Project would not create a new source of substantial light or glare in the area and, as such, the Project's impacts would be less than significant. (DEIR pp. 4.1-24 and 4.1-25)

3.1.6 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in cumulatively considerable impacts related to aesthetics.

❑ Findings

Potential cumulative impacts of the Project related aesthetics are discussed in detail in Section 4.1.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to aesthetics; therefore, no mitigation is required.

❑ Substantial Evidence

The Project's potential to result in cumulatively considerable visual quality impacts would be limited to a geographic area that extends a relatively short distance from the Project site. Under existing conditions, the Project site is visible from SR-60 to the north, and Frontage Road to the northeast, which are located at relatively the same elevations as the Project site. Accordingly, for purposes of analysis herein, the Project's cumulative study area for the purposes of scenic vistas is limited to the Project site and immediately surrounding area, as areas beyond this study area would not be in the same viewshed as the Project.

As previously discussed under Threshold a, the City is within the Pass area. Although the City has not designated the nearby mountain ranges or foothills as scenic vistas, the Pass area does provide scenic vistas to the San Gorgonio Mountains, San Bernardino Mountains, San Jacinto Mountains, and Badlands. The implementation of the Project with related projects would not result in substantial adverse effects on scenic vistas, as the orientation of the Project site and the Project's proposed buildings would not substantially obstruct or contribute to the obstruction of views to prominent scenic vistas open to the public and impacts would be less-than-cumulatively considerable. Additionally, the Project and other development projects in the area would be required to comply with the goals, policies, and implementation strategies identified in the Beaumont General Plan, MSHCP and Riverside County General Plan to ensure that urbanization of the City will not result in significant visually intrusive or

incompatible development. Therefore, the Project is not anticipated to result in a cumulatively considerable impact on scenic vistas.

As discussed under Threshold b, the Project site is not within or adjacent to any designated or eligible State scenic highway. Therefore, the Project would not have the potential to degrade any scenic resources within a State scenic highway. As such, the Project would not result in a cumulatively considerable impact on scenic resources within a State scenic highway.

As discussed under Threshold c, the Project site is within a rural, yet developing portion of the City's SOI. Although the Project would require substantial landform modification and mid-ground views would be altered for the development, the Project would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. There are no components of the Project that would substantially degrade public views. The Project would be required to adhere to the Development Standards established in Chapter 3 and Design Guidelines established in Chapter 4 in the Beaumont Pointe Specific Plan, which contains standards related to architecture, landscaping, walls/fences, and other elements of the physical environment. Therefore, the Project would not result in a cumulatively considerable impact to the visual character or quality of public views of the site and its surroundings.

As discussed under Threshold d, the Project incorporates Development Standards and Design Guidelines for exterior lighting and would be required to comply with the regulations of the City's Municipal Code Chapter 8.50 and the Sign Program. All development to the north and east (development to the west and south being precluded by conservation requirements) in the vicinity of the Project site would be in the City and would also be required to comply with the City's Municipal Code Chapter 8.50 regarding lighting. The Project is designed to ensure that Project lighting elements do not adversely affect nighttime views in the local area. Additionally, there are no components of the Project that would produce substantial amounts of glare, such as mirrored windows or reflective glass. Therefore, the Project would not result in a cumulatively considerable impact related to light and glare. (DEIR pp. 4.1-25 and 4.1-26)

3.2 AGRICULTURAL AND FORESTRY RESOURCES

Project impacts for Agricultural and Forestry Resources do not result in significant impacts and findings are discussed below.

3.2.1 THRESHOLD A

Impact Statement: The Project would not 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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.2.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ **Substantial Evidence**

Based on the most recent Farmland Mapping and Monitoring Program (FMMP) data available for Riverside County (2016) the Project site does not contain any "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." The majority of the Project site is designated as "Other Land" and the remaining portions (approximately 60.9 acres) of the site, areas located around the northeastern boundary of the Project site and along SR-60, is designated "Farmland of Local Importance" (CDC, 2016b). The Project site has not been used for agriculture. Therefore, the Project 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, and less than significant impacts would result. (DEIR pp. 4.2-8 and 4.2-9)

3.2.2 THRESHOLD B

Impact Statement: The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.2.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project is zoned under the County of Riverside as "Controlled Development Area" (W-2-20), which is intended for one-family dwellings but includes a broad number of permitted uses, including light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Additionally, the W-2-20 zone allows the following with a Plot Plan approval: guest ranches, educational institutions, country clubs, churches, and meat cutting/packing plants without slaughtering. The County of Riverside does not consider W-2-20 to be primarily an agricultural use. Additionally, the Project would result in annexation of the Project site to the City. The Project site is not zoned for agricultural use by the City. Accordingly, the Project would not conflict with existing zoning for agricultural use.

The Project site is not located within an agricultural preserve and is not under a Williamson Act contract (RCIT, 2021); therefore, impacts resulting from a conflicting existing Williamson Act contract would be less than significant. (DEIR p. 4.2-9)

3.2.3 THRESHOLD C

Impact Statement: The Project would not 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)).

❑ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.2.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project site does not contain any 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)). Accordingly, the Project would not conflict with existing zoning for forest land or timberland and would not result in the loss or conversion of forest land. Accordingly, no impacts relating to existing zoning, or rezoning of, forest land, timberland, or timberland zoned Timberland Production would occur. (DEIR p. 4.2-9)

3.2.4 THRESHOLD D

Impact Statement: The Project would not result in the loss of forest land or conversion of forest land to non-forest use.

❑ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 5.4.2 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project site and surrounding areas do not consist of forest land. Therefore, the Project would not result in the loss of forest land or result in the conversion of forest land to non-forest use. Accordingly, no impact would occur and no further analysis of this topic is required. (DEIR, p. 4.2-9)

3.2.5 THRESHOLD E

Impact Statement: The Project would not 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.

❑ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.2.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project would not result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Additionally, the Project would not result in the indirect conversion of

agricultural land to non-agricultural use as a result of land use incompatibilities where agricultural and urban uses interface. There are no agricultural uses on the Project site or its surrounding area. The only location in the City with Prime Farmland is the Dowling Farms site, which is now vacant and no longer growing row crops. Therefore, the Project would not result in the conversion of Farmland to non-agricultural uses and no impact would occur.

The Project site and surrounding areas do not consist of forest land; therefore, the Project would not convert forest land to non-forest use.

The Project would not result in changes in the environment which, due to their location or nature, could result in conversion of forest land to non-forest use. Accordingly, no impact would occur and no further analysis of this topic is required. (DEIR, pp. 4.2-9 and 4.2-10)

3.2.6 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to agricultural and forestry resources.

❑ Findings

Potential cumulative impacts of the Project related agricultural and forestry resources are discussed in detail in Section 4.2.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to agricultural and forestry resources; therefore, no mitigation is required.

❑ Substantial Evidence

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

The proposed Project 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. Therefore, the Project would not contribute to the cumulative loss of farmland or conversion of farmland to a non-agricultural use. No cumulative impacts would result.

The Project site is located in the City's SOI and is not currently zoned by the City. As noted previously, the County of Riverside does not consider W-2-20 to be primarily an agricultural use. Therefore, the Project would not conflict with zoning for an agricultural use. Furthermore, the Project site does not contain a Williamson Contract under existing conditions. Accordingly, the Project would not have cumulative significant impact due to conflicting with a Williamson Contract.

Additionally, there are no forest lands, timberlands, or Timberland Production zones on the Project site or in the Project site's vicinity, nor are any nearby lands under active production as forest land. Therefore, cumulatively significant impacts to forest land would not occur and the Project has no potential to result in a cumulatively considerable impact to the loss of these lands.
(DEIR, p. 4.2-10)

3.3 AIR QUALITY

Project impacts for CEQA Air Quality Thresholds c and d do not result in significant impacts and findings are discussed below.

3.3.1 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

The Project will comply with Regulatory Requirements RRs 3-1 through 3-3, which are applicable regardless of CEQA and would apply to any project under similar circumstances. RRs 1 through 3-3 do not constitute a mitigation measure but will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation of mandated RRs.

RR 3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads, including limiting vehicle speeds to 15 miles per hour.

RR 3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

RR 3-3 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

3.3.2 THRESHOLD C

Impact Statement: The Project would not expose sensitive receptors to substantial pollutant concentrations.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.3.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ Substantial Evidence

Construction Localized Emissions Impact Analysis

Criteria Pollutant Emissions

DEIR Table 4.3-9, *Localized Significant Summary - Construction*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. For analytical purposes, emissions associated with peak grading activities are considered for purposes of LSTs since these phases represent the

maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in DEIR Table 4.3-9, Project-related construction emissions would not exceed the applicable South Coast AQMD LSTs for CO, NO_X, PM_{10}, or $PM_{2.5}$ at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from construction of the Project would result in less than significant impacts with respect to Threshold c.

DPM Source Cancer and Non-Cancer Risks Impact Analysis

The land use with the greatest potential exposure to Project construction DPM source emissions is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. At this maximally exposed individual receptor (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 South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer health risks were estimated to be ≤ 0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to people in 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 (DEIR *Technical Appendix B2*).

Operational Emissions Localized Emissions Impact Analysis

Criteria Pollutant 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. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and 5% of the Project-related mobile sources. Applying the trip length applied in the CalEEMod analysis for the Project (approximately 17.54 miles for passenger cars and 40.0 miles for all trucks), 5% of this total would represent an on-site travel distance of approximately 0.9 mile/4,631 feet for passenger cars and 2 miles/10,560 feet for trucks. It should be noted that the longest on-site distance is roughly 0.5 miles for both trucks and passenger cars. As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that every single passenger car would drive 0.9 mile on the site or that every truck would drive 2 miles on the site.

DEIR Table 4.3-10, *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 at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. Therefore, the Project would have a less than significant localized impact during operational activity.

CO Hot Spot Impact Analysis

The Project would not result in potentially adverse CO concentrations or "hot spots." 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 2.0 ppm and 1.3 ppm, respectively (data from Hemet/San Jacinto Valley station for 2019). 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 (Opening Year 2023) during AM and PM traffic is 2,433 vph on Beaumont Avenue/Interstate 10 (I-10) Eastbound Ramps and 3,156 vph on Potrero

Boulevard/I-10 Eastbound Ramps, respectively. The highest trips on a segment of road for the proposed Project (Opening Year 2025) during AM and PM traffic is 2,531 vph on Beaumont Avenue/I-10 Eastbound Ramps and 3,254 vph on Potrero Boulevard/I-10 Eastbound Ramps, respectively. The highest trips on a segment of road for the proposed Project (Buildout Year 2027) during AM and PM traffic is 3,412 vph and 4,187 vph on Potrero Boulevard/I-10 Eastbound Ramps, respectively. 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.

Individual Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. At this maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.86 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 health risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to nearby residences. All other receptors during operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently 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. A detailed analysis of Individual Exposure Scenario for construction and operational DPM emissions can be found in the HRA, DEIR *Technical Appendix B2*.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R6, which represents the Hidden Canyon Industrial Building 2, approximately 305 feet east of the Project site. R6 is placed at the building façade where a worker could remain for a typical workday. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.23 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer health risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. All other receptors during operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently less risk than what is identified for the MEIW due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations.

School Child Exposure Scenario

There are no schools located within ¼ mile of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. 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% 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% 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.

Combined Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction and operational DPM source emissions is Location R4. At the MEIR, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 1.33 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer health 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 operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently 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.

Potential Health Impacts of the Project

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Results of the LST analysis indicate that the Project will not exceed the South Coast AQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction. Additionally, the Project will not exceed the South Coast AQMD localized significance thresholds during operational activity. Further, Project traffic would not create or result in a CO "hotspot." Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations. However, as described in DEIR Table 4.3-7 , the Project would exceed the South Coast AQMD's significance threshold with respect to VOCs, NOx, CO, PM_{10} and $PM_{2.5}$ from operational emissions and this impact is considered significant and unavoidable. Likewise, the Project would not be consistent with elements of the 2016 AQMP.

If a project in the SCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until such time the attainment standard are met in the SCAB. The project exceeds the emissions in DEIR Table 4.3-7 for the following: VOCs, NOx, CO, PM_{10} and $PM_{2.5}$. These emissions would cumulatively contribute to the nonattainment status and would contribute to elevating health effects associated to these criteria air pollutants. However, because of the relatively small amount of emissions from the Project relative to regional-wide emissions, it would

be speculative to assess whether or the extent to which the Project would contribute to adverse health effects. South Coast AQMD has not provided methodology, and modeling does not currently exist, to assess the specific correlation between mass emissions generated, cumulative increases from individual projects, and the effect on health or even to determine how exceeding the regional thresholds by small amounts would affect the number of days the region is in nonattainment. For extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The Project would generate up to 189.40 lbs/day of NO_X during construction and 494.43 lbs/day of NO_X during operations (2.86% and 7.47% of 6,620 lbs/day, respectively). Additionally, the Project would also generate a maximum of 34.96 lbs/day of VOC emissions during construction and 179.96 lbs/day of VOC emissions during operations (0.04% and 0.20% of 89,190 lbs/day, respectively). Therefore, the Project is not expected to have a measurable effect on human health and the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. (DEIR, pp. 4.3-42 to 4.3-48)

3.3.3 THRESHOLD D

Impact Statement: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

❑ Findings

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.3.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ Substantial Evidence

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors.

Potential odor sources associated with the 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 113, *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; thus, they are considered less than significant.

Potential sources of operational odors generated by the Project would include disposal of commercial and industrial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Additionally, the Project includes the construction of a sewer lift station. However, the location of the sewer lift station, which is located more than ¼ mile or 1,320 feet from the nearest residential land use, would not result in the potential odor source affecting a substantial number of people. The proposed Project also would be required to comply with SCAQMD 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. (DEIR, pp. 4.3-48 and 4.3-49)

3.3.4 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to air quality (exposure of sensitive receptors to substantial pollutant concentrations and odors; CEQA Air Quality Thresholds c and d).

❑ Findings

Potential cumulative air quality impacts of the Project related to exposure of substantial pollutant concentrations and odors are discussed in detail in Section 4.3.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to these impacts; therefore, no mitigation is required.

❑ Substantial Evidence

As shown in DEIR Table 4.3-9, *Localized Significant Summary - Construction,* emissions would not exceed the South Coast AQMD Localized Threshold for CO, NOx, PM10, or PM2.5. 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 shown in DEIR Table 4.3-10, 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. (DEIR, pp. 4.3-49 to 4.3-50)

The Project would not result in a source of odors that would adversely affect a substantial number of people during construction or operation. 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. Further, potential sources of operational odors generated by the Project would include disposal of commercial and industrial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Additionally, the Project includes the construction of a sewer lift station, however the location of the sewer lift station, which is located more than ¼ mile or 1,320 feet from the nearest residential land use, would not result in the potential odor source affecting a substantial number of people. The Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project would not adversely affect a substantial number of people; and Project impacts during short-term construction or long-term operations would be less than significant. (DEIR, pp. 4.3-49 to 4.3-49) There are no nearby projects with sources of odors that the Project odors would combine with to adversely affect a substantial number of people; therefore, impacts would be less than cumulatively considerable.

3.4 BIOLOGICAL RESOURCES

Project impacts for CEQA Biological Resources Threshold e do not result in significant impacts and findings are discussed below.

3.4.1 THRESHOLD E

Impact Statement: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

❑ Findings

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.4.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ Substantial Evidence

The Project would be consistent with all applicable General Plan policies pertaining to biological resources. The City does not have a tree preservation policy or ordinance. The Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts would occur. (DEIR p. 4.4-59)

3.4.2 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to biological resources (conflict with policies or ordinances protecting biological resources).

❑ Findings

Potential cumulative biological resources impacts of the Project related to policies and ordinances are discussed in detail in Section 4.4.8 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to these impacts; therefore, no mitigation is required.

❑ Substantial Evidence

The proposed Project would impact local movement routes for wildlife but would conserve lands contributing to the assembly of the adjacent Proposed Core 3 and would therefore support the MSHCP goals for Proposed Core 3, including the movement of wildlife through Proposed Core 3. As such, the Project would not result or contribute to a cumulative impact to wildlife movement or corridors.
(DEIR, pp. 4.4.-61 and 4.4.-62)

3.5 CULTURAL RESOURCES

Project impacts for CEQA Cultural Resources Thresholds a and c do not result in significant impacts and findings are discussed below.

3.5.1 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure the implementation of the mandated RRs.

RR 5-1 The Project shall comply with the applicable provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 et. seq., which require the County Coroner be contacted if human remains are discovered. 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. 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.

3.5.2 THRESHOLD A

Impact Statement: The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.5.6 of the DEIR. 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. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ **Substantial Evidence**

A direct and/or indirect impact to a listed or eligible NRHP or CRHR resource, if they occurred, would result in a potentially significant impact.

BFSA reviewed the NRHP Index and Office of Historic Preservation, Built Environment Resources Directory, which did not indicate the presence of any historical resources within the Project boundaries. The Project site contains the following six potentially historic resources: RIV-5060 (historic trash scatter), RIV-5061 (historic trash scatter), P-33-006229 (historic Jack Rabbit Trail Road alignment), P-33-009027 (prehistoric isolate), P-33-015672 (potentially historic water storage tank and valves), and P-33-015673 (concrete pads and trash scatter). Phase II significance testing consisted of archaeological testing at the two archaeological sites, RIV-5060 and RIV-5061, which were previously identified as having historic trash scatter, while survey information and the already presented archival data was utilized for the remaining resources. Results of the Phase I and Phase II study determined that the six potentially historic resources were not eligible for listing under the CRHR or NRHP.

The Beaumont Pointe Specific Plan Project will result in direct impacts to recorded cultural resources RIV-5060, RIV-5061, P-33-006229, P-33-009027, P-33-015672, and P-33-015673. However, all of these have been evaluated as not significant and ineligible for listing on the CRHR or NRHP. Therefore, there are no significant historical resources located within the Project site, and no impact to historical resources would occur. (DEIR pp. 4.5-14 to 4.5-16)

3.5.3 THRESHOLD C

Impact Statement: The Project would not disturb any human remains, including those interred outside of formal cemeteries.

❑ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.5.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ **Substantial Evidence**

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. Nevertheless, the remote potential exists that human remains may be unearthed during ground disturbance activities associated with Project construction.

If human remains are unearthed during Project ground disturbance activities, the contractor would be required by law to comply with California Health and Safety Code Section 7050.5 "Disturbance of

Human Remains." According to Section 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 Section 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 Section 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 Section 7050.5 and Public Resources Code Section 5097.98 as set forth in RR 5-1 , 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. (DEIR pp. 4.5-16 to 4.5-17)

3.5.4 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to cultural resources for Thresholds a and c.

❑ Findings

Potential cumulative impacts of the Project related to cultural resources are discussed in detail in Section 4.5.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to cultural resources; therefore, no mitigation is required.

❑ Substantial Evidence

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 and the region. There are no historically significant resources on the Project site. Therefore, implementation of the Project has no potential to contribute towards a significant cumulative impact to historical sites and/or resources.

Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 et seq. (see Regulatory Requirement 5-1), 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. (DEIR, p. 4.5-17)

3.6 ENERGY

Project impacts for CEQA Energy Thresholds a and b do not result in significant impacts and findings are discussed below.

3.6.1 PROJECT DESIGN FEATURES

The Project includes the following Project Design Features (PDFs) that serve to reduce the Project's impacts. The PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation.

PDF 8-1 Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, and all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

PDF 8-2 All roofs within the Project shall be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater.

PDF 8-3 Occupant sensing lighting that dims to at least 50% when unoccupied shall be installed within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

PDF 8-4 Office space heating within warehouses must utilize heat pumps with ducting insulation of R-4.2 or greater.

PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 minutes while on site in compliance with the City of Beaumont Idling Ordinance.

3.6.2 THRESHOLD A

Impact Statement: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.6.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

- **Substantial Evidence**

Construction

The total electricity usage during construction is 5,846,660 kWh. Additionally, construction equipment used by the Project would result in single event consumption of approximately 1,942,071 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Construction worker trips for full construction of the proposed Project would result in the estimated fuel consumption of 1,244,925 gallons of fuel. Additionally, fuel consumption from construction vendor trips (MHDTs and HHDTs) will total approximately 692,294 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport, and use of construction materials. The 2020 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. Therefore, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operations

The total estimated annual fuel consumption from Project-generated vehicle miles traveled (VMT) would result in a fuel demand 5,318,792 gallons of fuel. 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 (10th Ed., 2017); and CalEEMod. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. 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. Furthermore, location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would include sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative mean 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.

With respect to Project building operation, the Project facility operational energy demands are estimated at: 53,857,582 kBTU/yr of natural gas; and 25,747,206 kWh/yr of electricity. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Last, the Project will comply with the applicable Title 24 standards, such as installing on-site renewable energy. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Implementation of the Project would increase the demand for electricity and natural gas at the Project site and petroleum consumption in the region during operation. However, the electrical and natural gas consumption demands of the Project during operation would conform to the state's Title 24 and to CALGreen standards, which implement conservation measures and are made further efficient by application of CAP points to the Project. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity and natural gas are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state-mandated renewal energy production requirements.

Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. 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. Therefore, impacts would be less than significant.

The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems. Accordingly, the Project's impacts associated with energy consumption would be less than significant. (DEIR, pp. 4.6-9 to 4.6-32)

3.6.3 THRESHOLD B

Impact Statement: The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.6.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

The Project was analyzed for consistency with the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century, Integrated Energy Policy Report, State of California Energy Plan, California Code Title 24, Part 6, Energy Efficiency Standards, Assembly Bill (AB) 1493, California Renewable Portfolio Standard (RPS), SB 350, SCAG's 2020-2045 Regional

Transportation Plan/Sustainable Communities Plan (RTP/SCS), the County of Riverside Climate Action Plan and General Plan, and the City'sGeneral Plan.

The Project would not conflict with any federal, State or local plans for renewable energy and energy efficiency. The Project would be consistent with the County's Climate Action Plan strategies and with the City's General Plan policies as well as all state energy efficiency requirements. Furthermore, the Project would minimize construction and operational energy use through energy reduction strategies pursuant to project design features which include measures from the County's CAP. Therefore, impacts would be less than significant. (DEIR, pp. 4.6-32 to 4.6-38)

3.6.4 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to energy.

❑ Findings

Potential cumulative impacts of the Project related to energy are discussed in detail in Section 4.6.8 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to energy; therefore, no mitigation is required.

❑ Substantial Evidence

Cumulative impacts result if the Project, along with cumulative projects, taken together could result in wasteful, inefficient, or unnecessary use of energy. Future projects would be subject to CEQA and would require an energy analysis, consistency with existing plans and policies for renewable energy and energy efficiency, and implementation of control measures and mitigation if necessary to avoid wasteful, inefficient, or unnecessary consumption of energy resources. 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 4.6.1.

Buildout of 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 in 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 53,857,582 kBTU/yr the Project would account for

approximately 2.1% 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 1,942,071 gallons of diesel fuel during construction. The Project's operation would result in an estimated fuel consumption 5,318,792 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. (DEIR, pp. 4.6-38 and 4.6-39)

3.7 GEOLOGY AND SOILS

Project impacts for CEQA Geology and Soils Thresholds a through e do not result in significant impacts and findings are discussed below.

3.7.1 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure the implementation of the mandated RRs.

RR 7-1 The Project shall comply with CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Section 15.04.010) and Municipal Code Section 17.11.040, which 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 design criteria, and selection of appropriate structural systems.

RR 7-2 Prior to grading plan approval and the first issuance of a grading permit for the Beaumont Pointe Specific Plan development, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional

Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with construction activities.

RR 7-3 Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following:
    - Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks.
    - Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins.
    - Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices.
    - Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash.
    - Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).
- The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary, as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on-site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off-site.

RR 7-4 Prior to grading plan approval and issuance of a grading permit by the City of Beaumont for the Beaumont Pointe Specific Plan development, the Project proponent shall receive approval from the City of Beaumont for Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on-site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1 of the Preliminary WQMP (Technical Appendix I2). Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs provide equivalent or superior treatment either on or off-site.

3.7.2 THRESHOLD A

Impact Statement: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, and/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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.7.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

Rupture of a Known Earthquake Fault

There are no known active or potentially active faults on or trending toward the Project site, the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, and County Fault Hazard Zones are located within the subject site or adjacent properties (KCG, 2021). 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.

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's Building Code. The CBSC and City's 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's Building Code building standards have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) (adopted by the City's 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.

A Geotechnical Report was prepared for the Project site complies with the requirements of Chapter 18 of the CBSC and Titles 15 and 17 of the City's 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 Report, including any updates thereto, as required in Regulatory Requirement RR 7-1. Recommendations are based on the site seismic parameters to ensure that structures are designed for earthquake induced strong ground motions in accordance with CBSC. The Geotechnical Report includes requirements for: supplemental subsurface exploration, general earthwork and grading, fill placement and compaction, remedial grading, manufactured slopes, surface drainage, subdrainage, oversized rock materials, deep fill areas/settlement monitoring, preliminary foundation recommendations, retaining walls, sulfate potential, corrosion potential, preliminary pavement design, and temporary excavations. Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant. Additionally, grading plan review is required to verify that the geotechnical requirements are updated specific to the detailed rough grading plans. Furthermore, geotechnical observation and testing shall be conducted during the following stages of grading:

- Upon the completion of clearing and grubbing;
- During all phases of grading, including benching, backcut and key excavation, cut slope excavation, remedial removals of surficial soils, backdrain/subdrain/filter material installation and engineered fill placement;
- During Settlement Monument placement;

- During roadway subgrade preparation and compaction of roadway aggregate base;
- When any unusual conditions are encountered during grading

Future development accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the Project applicant's/developer's geotechnical consultant, in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. The geotechnical investigations would determine seismic design parameters for the site and the proposed building type per CBC requirements. 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.

Seismic-Related Ground Failure, Including Liquefaction

According to available mapping data, the Project site is not located within a State of California Seismic Hazard Zone (California Geologic Survey (CGS)/California Department of Conservation) indicating a susceptibility for liquefaction potential (CGS, 2019a). However, the City's General Plan Safety Element and the RCIT identify the Project site as located within an area of "moderate" susceptibility to liquefaction (RCIT, 2021; City of Beaumont, 2020a). Therefore, the Project site appears to be susceptible to relatively minor amounts of liquefaction settlement. The magnitudes of seismic–induced liquefaction settlement are relatively minor and somewhat localized, occurring generally below depths of 40 feet where groundwater was encountered in the northern and northeastern portion of the Project site (KCG, 2021).

The Geotechnical Report prepared for the Project calculated the total earthquake-induced liquefaction settlement potential using the LiquefyPro software. The evaluation was based on the site class and adjusted peak ground acceleration of 0.705g, as shown in Section 2.5 of the Geotechnical Report, DEIR *Technical Appendix F1*, of the DEIR (KCG, 2021). The analysis indicates that the estimated settlement due to earthquake-induced liquefaction is approximately 0.00 inches to approximately one (1) inch. Differential settlements are estimated to be negligible to approximately a little over 0.5 inches over a distance of 50 feet. Due to the lack of a shallow static groundwater level and the materials encountered, the materials are not susceptible to significant seismic induced ground failure. With the proposed fill depths and loads imposed from the fill, liquefaction is considered to be negligible (KCG, 2021).

Lateral spreading is primarily associated with liquefaction hazards. Implementation of the Project would result in a less than significant impact associated with liquefaction; thus, the potential for lateral spreading is low (KCG, 2021). Accordingly, impacts associated with lateral spreading would be less than significant.

Furthermore, the Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the requirements of the CBSC and City's Municipal Code and Building Code. As stated previously, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in Section 5 of *Technical Appendix F1* of the DEIR, which will further reduce the risk of seismic-related ground

failure due (see Regulatory Requirement RR 7-1). Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impacts remain less than significant. As such, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

Landslides

The Project site is not identified within a State of California designated Hazard Zone for Slope Instability (CGS, 2019a). Information available in the Riverside County Safety Element indicates that portions of the site may have "low" to "moderate" susceptibility for seismic induced slope instability (Riverside County, 2019b).

Approximate 2:1 (horizontal to vertical) cut and fill slopes of variable height are proposed throughout the site. The Geotechnical Report provided an analysis of deep-seated slope stability on selected geologic cross-sections (including both cut and fill slopes) considered representative of the various proposed conceptual slope configurations. The full results of the analysis are presented in the Geotechnical Report, Section 3.2 and Appendix E. Based on the analysis, proposed 2:1 cut and fill slopes are considered grossly stable in the absence of adverse geologic conditions and considered surficially stable.

Furthermore, mandatory compliance with the recommendations contained within the Project site's Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.
(DEIR, pp. 4.7-16 to 4.7-19)

3.7.3 THRESHOLD B

Impact Statement: The Project would not result in substantial soil erosion or loss of topsoil.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.7.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

Construction-Related Erosion Impacts

Under existing conditions, the Project site is largely undeveloped and contains only a few remnants of past development within the Project site. As identified in Section 4.9.1 of the DEIR, items related to historic use of the Project site include a water storage tank and associated valves and a concrete pad.

Development of the Project site would result in the demolition of these items and grading and construction activities would occur that would further disturb soils on the property. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water.

Fill slopes constructed with granular materials derived from on-site sandstone bedrock may be susceptible to erosion. The San Timoteo Formation bedrock on the Project site was moderately hard and considered to be slightly to moderately erodible. The surficial soils, including undocumented artificial fill, colluvium, and alluvium, encountered are typically granular and appear to be readily erodible as evidenced by their soft to loose state and localized erosion gullies. Therefore, the erosion potential of cut slopes exposing on-site bedrock materials may range from low to medium depending on the bedrock materials exposed on the cut slope, as well as the orientation of bedding and joint planes within the slope. In general, cut slopes exposing well-indurated and/or cemented sandstones should have a low to moderate susceptibly to erosion. Friable, poorly cemented, sandstones should have a moderate to high erosion susceptibility.

Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the Project Applicant would be required to obtain coverage under the State's General Construction Stormwater Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area (see Regulatory Requirement RR 7-2). In addition, the Project 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 SWPPP for construction-related activities (see Regulatory Requirement RR 7-3). The SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff 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 hydro-seeding. Lastly, the Project would be required to implement erosion and dust control measures pursuant SCAQMD Rule 403 to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and SCAQMD Rule 403 would ensure that the Project's implementation does not result in significant soil erosion or loss of topsoil. Further, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's Geotechnical Report. Mandatory compliance with the recommendations (as amended by the final Geotechnical Report) relating to cut slopes will ensure that potential impacts related to erosion would be less than significant. Therefore, erosion and loss of topsoil loss impacts associated with construction activities would be less than significant.

Post-Development Erosion Impacts

Upon Project buildout, the Project site would be covered by buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off site via an on-site storm drain system. Accordingly, the amount of erosion that occurs on the Project site would be minimized upon build out of the Project and would be reduced relative to existing conditions.

Additionally, to meet the requirements of the City's Municipal Stormwater Permit, the Project Applicant is required to prepare and implement a Water Quality Management Plan (WQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features.

A Project-specific Preliminary WQMP was prepared for the Project 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 (see Regulatory Requirement RR 7-4). As identified in the Project's Preliminary WQMP, low-impact development (LID) BMPs (e.g., bioretention and biotreatment) are required to detain stormwater on site for runoff mitigation. Additionally, the Project's Preliminary WQMP identifies site-design BMPs, structural and non-structural source-control BMPs, and treatment-control BMPs that would be implemented for the Project.

The Project's drainage system would route runoff from the proposed impervious surfaces to the four detention basins. Each basin would provide stormwater treatment and peak flow mitigation for each of their respective tributaries. The detention basins would remove pollutants from runoff, including sediment, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, basin vegetation provides erosion protection, which is required to be maintained regularly (PECW, 2022b).

By complying with the NPDES permit and WQMP requirements, the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil. Therefore, the Project would result in less than significant impacts related to soil erosion and/or loss of topsoil. (DEIR, pp. 4.7-19 to 4.7-21)

3.7.4 THRESHOLD C

Impact Statement: The Project would not 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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

❑ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.7.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ **Substantial Evidence**

As discussed under Threshold b, above, the Project's proposed 2:1 cut and fill slopes are considered grossly stable and surficially stable; and, as discussed under Threshold a, above, impacts relating to landslide, lateral spreading, subsidence, and liquefaction would be less than significant.

The undocumented artificial fill soils, colluvium, and loose younger alluvial soils present on the Project site have settlement potential and portions of the younger alluvium are prone to hydro-collapse. The volume of change of excavated on-site materials upon excavation and placement as engineered fill will vary with bedrock and/or soil type, location, and compaction effort. Alluvial soils would have the greatest shrinkage potential and could shrink up to 15%. Further, laboratory testing indicates that the young alluvium on site exhibits a collapse potential of zero to as much as 4.5%, which is respectively considered slight to moderate (KCG, 2021). The majority of the settlement is expected to occur during grading and within a few months thereafter. However, the majority of the alluvium that is potentially susceptible to seismic induced dry settlement would be removed during remedial earthwork and would also be subject to additional settlement during construction due to fill loads, which would reduce the settlement significantly.

Further, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's Geotechnical Report (DEIR *Technical Appendix F1*). Recommendations in the preliminary Geotechnical Report and any updates thereto relating to settlement monitoring (i.e., installation of surface monuments), fill placement, and compaction will ensure that potential impacts related to settlement, soil shrinkage, and collapse would be less than significant. (DEIR pp. 4.7-21)

3.7.5 THRESHOLD D

Impact Statement: The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), and would not create substantial direct or indirect risks to life or property.

❑ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.7.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ **Substantial Evidence**

Due to the limited presence of siltstone and clay layers, and the known presence of mostly sandstone generated soils within the Project site, the expansion potential of on-site soils is considered low. However, siltstone/clay layers subject to excavation would produce clayey soils, which would be expansive. Minor amounts of siltstone exist on site; however, if siltstone is placed at pad grade, it would produce moderately expansive soils. The Project's Geotechnical Report (DEIR *Technical Appendix F1*) requires evaluation of potential expansive soil 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 (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant. (DEIR, p. 4.7-22)

3.7.6 THRESHOLD E

Impact Statement: The Project would not 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.

❑ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.7.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project is designed to connect to the City-owned municipal wastewater conveyance system, with wastewater treatment services supplied by the City's Wastewater Treatment Plant. The Project does not include septic tanks or alternative wastewater disposal systems. Accordingly, no impact related to the use of or performance of septic tanks and/or alternative wastewater systems would occur. (DEIR, p. 4.7-22)

3.7.7 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to geology and soils (risk of loss due to earthquakes, substantial loss of topsoil, unstable soil, expansive soil or septic tanks).

❑ **Findings**

Potential cumulative geology and soils impacts of the Project related to risk of loss due to earthquakes, substantial loss of topsoil, unstable soil, expansive soil or septic tanks are discussed in detail in Section 4.7.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to these topics; therefore, no mitigation is required.

❑ **Substantial Evidence**

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's Municipal Code, other standard regulatory requirements, and the site-specific recommendations identified in the Geotechnical Report in Technical Appendix F1 of this EIR, including any updates thereto, as required in Regulatory Requirement RR 7-1.

With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions addressed under Thresholds "a," "c," "d," and "e" 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.

As discussed under Threshold b, regulatory requirements mandate that the Project incorporate design measures during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant. (DEIR, pp. 4.7-23 to 4.7-24)

3.8 HAZARDS AND HAZARDOUS MATERIALS

Project impacts for CEQA Hazards and Hazardous Materials Thresholds a through g do not result in significant impacts and findings are discussed below.

3.8.1 THRESHOLD A AND THRESHOLD B

Impact Statement (Threshold A): The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Statement (Threshold B): The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

❑ **Findings**

Potential impacts of the Project related to Threshold a and Threshold b are discussed in detail in Section 4.9.5 of the DEIR. 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. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a or Threshold b; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

Implementation of the Project would result in the construction and long-term operation of industrial and commercial uses within the Project site. 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 or manufactured/shipped on the Project site during construction or long-term operation.

There are no Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) and Historical Recognized Environmental Conditions (HRECs) associated with the Project site. Therefore, the existing site condition is considered to be free from any 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.

During construction, heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site. This heavy equipment likely 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 in such quantities or stored in such a manner as to pose a significant safety hazard to on-site construction workers or the general public. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited 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.

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. Therefore, temporary construction-related impacts would be less than significant.

Long-term operation of the Project site would include industrial and commercial land uses. The future occupants of the proposed buildings are not yet known. However, the building occupants within the industrial land use will include warehousing, manufacturing, fulfillment, parcel hub and/or similar uses. Manufacturing uses may include manufacturing on site and shipment of goods and/or shipment/transport of goods to the Project site for manufacturing on site. Building occupants within the commercial land uses will include restaurants, recreation, and entertainment (e.g., athletic fields, batting cages, miniature golf courses, health clubs, etc.). The full list of permitted, conditionally permitted, and ancillary uses allowed within the Project site are listed on Table 3-1 of the Beaumont Pointe Specific Plan. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, hazardous materials, etc.) could be used during the course of daily operations at the Project site. It is possible that other hazardous materials also could be used during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the Project site. 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 requirements associated with 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 certified 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 Section 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 regarded as less than significant and no mitigation is required.

With mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant and mitigation is not required. (DEIR, pp. 4.9-12 to 4.9-15)

3.8.2 THRESHOLD C

Impact Statement: 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.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.9.5 of the DEIR. The Project site is not located within one-quarter mile of an existing or planned school; therefore, implementation of the Project would not result in an impact associated with hazardous emissions or the handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project's eastern boundary is located approximately three (3) miles west of Three Rings Ranch Elementary School at 1040 Calumet Avenue in Beaumont, California (Google Earth Pro, 2021). There are no proposed schools in closer proximity to the Project site. Accordingly, the Project does not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. Impacts related to on-site construction and operational uses are considered less than significant.

The vast majority of passenger car and truck travel to and from the Project site will be from 4th Street to Potrero Avenue to access SR-60. There are no existing or proposed schools within one-quarter mile of these roadways or the Potrero Avenue/SR-60 interchange. Additionally, and as described above under the analysis for Thresholds a and b, the use of and transport of hazardous substances or materials to and from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations that are designed to preclude substantial public safety hazards. Accordingly, there would be no significant potential for existing or proposed schools to be exposed to substantial safety hazards associated with emission, handling of, or the routine transport of hazardous substances or materials to and from the Project site. Impacts related to off-site construction and operational uses are considered less than significant. (DEIR, p. 4.9-15)

As discussed in DEIR Section 4.3, *Air Quality*, there are no schools located within ¼ mile of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. 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% 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% 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 for analysis pertaining to human health risks associated with air pollutant emissions associated with the Project, including risks to sensitive receptors such as school children. (DEIR, p. 4.3-46)

3.8.3 THRESHOLD D

Impact Statement: The Project site is not 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 not create a significant hazard to the public or the environment.

❑ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.9.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ **Substantial Evidence**

Based on a site search on November 6, 2019, the Project site is not listed on any federal, State, or local regulatory agency databases or any list of hazardous materials sites complied pursuant to Government Code Section 65962.5. There are no Federal National Priorities List (NPL), Federal Delisted NPL, Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), Federal Superfund Enterprise Management System Archive (SEMS-ARCHIVE), Federal Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS), Federal RCRA non-CORRACTS Treatment, Storage, and Disposal (TSD), Federal RCRA Large Quantity Generator (LQG), Federal RCRA Small Quantity Generator (SQG), Federal RCRA Conditionally Exempt Small Quantity Generator (CESQG), and Federal Institutional Controls/ Engineering Controls (IC/EC) sites listed on the Project site. There are also no State and Tribal Equivalent to NPL or CERCLIS sites; State and Tribal Landfill; State and Tribal Solid Waste Disposal; State and Tribal Leaking Underground Storage Tank (LUST); State or Tribal Spills, Leak Investigation and Cleanups (SLIC); State and Tribal Voluntary Cleanup Program (VCO); and State and Tribal Brownfield sites within Project site. The Project site is not located within the South Coast Air Quality Management District's Facility Information Detail (FIND) database (McAlister GeoScience, 2019). Accordingly, no impact would occur. (DEIR, pp. 4.9-15 to 4.9-16)

3.8.4 THRESHOLD E

Impact Statement: The Project site is not within two miles of an airport and the Project site is not identified as within an airport influence area.

❑ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.9.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project site is not located within the Airport Influence Area for the nearest airport to the Project site, Banning Municipal Airport, located approximately 10 miles to the east of the Project site (RCALUC, 2004). Therefore, implementation of the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur. (DEIR, p. 4.9-16)

3.8.5 THRESHOLD F

Impact Statement: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

❑ Findings

Potential impacts of the Project related to Threshold f are discussed in detail in Section 4.9.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold f; therefore, no mitigation is required.

❑ Substantial Evidence

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During an emergency in the City, operations are coordinated from the City's Emergency Operations Center (EOC) in accordance with the City's Emergency Operations Plan (EOP). The primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. Additionally, according to the City's General Plan Safety Element, The City has major evacuation routes which include I-10 and SR-60 as well as several major roadways. The following existing major roadways are emergency evacuation routes: Brookside Avenue, Oak Valley Parkway, Highland Spring Avenue, and Beaumont Avenue. An interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. Following the completion of the extension, Potrero Boulevard will be designated by the City as an evacuation route. Additionally, SR-60, immediately north of the Project site, serves as an evacuation route for the City (City of Beaumont, 2020).

During Project construction, travel lanes along Frontage Road would be maintained, and construction materials and equipment would be staged on site. The Project is not anticipated to result in a substantial alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. No impacts would occur.

Under operational conditions, the Project would be required, by Riverside County Ordinance No. 348, Section 21.32a, Emergency Access, to maintain adequate emergency access for emergency vehicles on site. The Project provides for two avenues of egress in the event of an emergency, with primary access provided at 4th Street and emergency access provided via the Jack Rabbit Trail interchange with SR-60. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or evacuation plan. Additionally, as part of the City's discretionary review process, the City reviewed the Project's application materials to ensure that the design of the Project would meet City requirements, appropriate emergency ingress and egress would be available to and from the Project site and that the Project would not substantially impede emergency response times in the local area. According to the Project's Fire Protection Plan, Station 66 would respond within approximately 7 minutes to the Project's entrance and Station 20 would respond within approximately 9 minutes (Dudek, 2022, p. 35).

The Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand (Dudek, 2022, p. 37). Furthermore, the Project would be required by City Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

The Project will maintain a conservative approach to fire safety, including maintaining the landscape and structural components according to the standards described above and embracing a "Ready, Set, Go!" stance on evacuation.

The time to evacuate under multiple scenarios was calculated via traffic simulations. DEIR Table 4.9-1, Evacuation Time Summary, displays the calculated evacuation roadway capacity and the time it would take to evacuate for the Project and surrounding land uses for 17 different scenarios. During a Project evacuation, law enforcement would shut down traffic along SR-60 to prevent people from entering an active wildfire area, diverting traffic away from the evacuation area, as well as to keep it open to evacuees who may be in harm's way during mass evacuation scenarios. Evacuees from the Project would need to travel along both or one of the adjacent evacuation routes, SR-60 or West 4th Street, to reach more urban landscapes and the travel way is hardened (low fuel loading, converted landscapes, developed ignition resistant buildings and hardscape on both sides) and exposure during an evacuation would be limited. Currently, there is no population relying on the emergency egress points at Jack Rabbit Trail and the SR-60 Freeway or 4th Street. However, future development (Hidden Canyon Industrial Park) would use these routes for evacuation during some wildfire scenarios. In the scenario where Hidden Canyon evacuates simultaneously with the Project, evacuation of the Project site and Hidden Canyon is possible in all modeled scenarios; therefore, the Project would not substantially impair an emergency evacuation plan (CRA Mobility, 2022). Details of each scenario are found in the Project's evacuation analysis. (DEIR *Technical Appendix M2*)

According to the Project's evacuation analysis, the Project site can be safely evacuated under the worst-case scenarios:

1) When the Project site and Hidden Canyon are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 3 hours and 36 minutes using SR-60 only, 3 hours and 32 minutes using 4th Street only, or 2 hours and 1 minute when all evacuation routes are available (Scenarios 13–15).
2) When the Project site, Hidden Canyon Industrial Park, and Olive Wood are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 2 hours 4 minutes when all evacuation routes are available (Scenario 17).

These scenarios will require additional emergency management pre-planning and "in the field" determinations of when evacuations are needed and how they are phased to maximize efficiency. However, as shown above, the current evacuation time for the surrounding communities ranges from

27 minutes to 35 minutes (Scenarios 10 and 16), adding the maximum number of vehicles from the Project's site increases the evacuation time between 16 minutes and 26 minutes.[1]

In the event that the time to evacuate is considered too long to evacuate safely by police and fire personnel in the field at the time of the evacuation event, then Project site employees and visitors can be ordered not to evacuate and to shelter-in-place in the specific locations that were constructed to allow for safe sheltering in place. In accordance with the Fire Protection Plan (DEIR *Technical Appendix M1*), a shelter-in-place plan will be prepared and provided to all on-site personnel outlining the actions to take if a shelter-in-place notification is provided by emergency management sources. The project buildings will be constructed of concrete which is non- combustible and highly resistant to heat. Because of the concrete/ignition resistant construction, fuel modification zone setbacks and the type of lower fire intensity vegetative fuels in the vicinity of the site, sheltering in place is considered to be a safe option if a fast-moving wildfire precludes complete evacuation of the Project site. The City has adopted the Emergency Operations Plan and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Emergency responders will utilize this plan to determine whether the Project's visitors and employees should shelter-in-place or evacuate under an emergency scenario.

Evacuations are fluid events and evacuation timeframes may vary widely, depending on a variety of factors including the number of vehicles evacuating, the road capacity to move those vehicles, employees' or patrons' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. Deferring to actual evacuation results and similar project analysis is a typical approach. In the case of historical wildfire evacuations in Riverside County, there are several notable examples that indicate the extremely high success rate for evacuating large numbers of people and doing so in a managed and strategic way through the available technological innovations available to emergency managers. While large-scale evacuations may take several hours or more and require moving people long distances to designated areas, the success rate in Riverside County is nearly 100% safe evacuations. Comparing similar project analysis indicates that it is common to increase evacuation times when new communities are built and the increase in time can be 45 minutes or more based on lack of road capacity to absorb and facilitate movement of the additional vehicles. However, as indicated above, the Project can be safely evacuated under the worst-case scenarios and would not interfere or impede with an emergency evacuation route.

When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factors. Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in

[1] Increase in evacuation time determined by comparing no project scenarios (Scenarios 10–12 and 16) to with project and surrounding land use scenarios (Scenarios 13–15 and 17). For example, Scenario 13 (43 minutes) – Scenario 10 (27 minutes) = 16 minutes; and Scenario 14 (59 minutes) – Scenario 11 (33 minutes) = 26 minutes.

some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site.

Based on the foregoing analysis, the Project is not anticipated to interfere or impede an adopted emergency response plan or emergency evacuation route during construction or operation. As such, impacts would be less than significant. (DEIR, pp. 4.9-16 to 4.9-20)

3.8.6 THRESHOLD G

Impact Statement: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

❑ Findings

Potential impacts of the Project related to Threshold g are discussed in detail in Section 4.9.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold g; therefore, no mitigation is required.

❑ Substantial Evidence

The Project site is designated within a "High" and "Very High" Fire Hazard Severity Zone within a state responsibility area (SRA) by the Riverside County General Plan and CalFire. CalFire has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the Project and its surroundings to all Very High rather than the current combination of Very High and High. (CalFire, 2023). Because of these designations, a Fire Protection Plan (FPP) was prepared. Adoption of CalFire's new fire hazard zone maps would not change the findings in the FPP, which was planned and prepared for the Project as if it was entirely within the Very High Fire Hazard Severity Zone. After being annexed into the City of Beaumont, it is possible that Project could be re-designated as Local Responsibility Area (LRA) in a future update of CalFire's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the Project site.

The Beaumont Pointe Specific Plan includes project design features to protect people and structures from wildfires. Currently, the Project site is undeveloped, disturbed, vacant and has hills in the south. The Project site's hills would remain undeveloped and would contain existing native and non-native vegetation that would be susceptible to wildfire. Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. The Project would incorporate defensible space in the form of modified fuel areas in two managed zones, a fuel maintenance zone and a fuel modification area (FMA). The Project would provide a fuel maintenance zone with 20 feet of irrigated vegetation around the perimeter of the Project site and a 100-foot FMA of paved surface and/or irrigated landscape. The implementation of the on-site defensible space (FMA and fuel maintenance zone) would reduce the risk of wildfire at the Project site and would improve the ability of firefighters to fight fires and protect the Project site and neighboring resources, irrespective of the cause or location of ignition. Additionally, all Project related plans will be reviewed and

approved by the City and Riverside County Fire Department to ensure the safety of future Project occupants and structures. Accordingly, impacts due to wildland fires would be less than significant. (DEIR, p. 4.9-21)

3.8.7 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to hazards and hazardous materials.

❑ Findings

Potential cumulative impacts of the Project related to hazards and hazardous materials are discussed in detail in Section 4.9.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to hazards and hazardous materials; therefore, no mitigation is required.

❑ Substantial Evidence

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 within one-quarter mile of an existing or planned school. The nearest school, Three Rings Ranch Elementary School, is located approximately three (3) miles east of the Project site. Accordingly, the Project was determined to not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes due to routine transport, use, or disposal of such materials within one-quarter mile of an existing or proposed school. Therefore, implementation of the Project would not contribute to a cumulatively considerable impact associated with emissions within one-quarter mile of an existing or planned school.

The Project site is not located on the list of hazardous materials sites compiled pursuant to Government Code Section 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 the response to Threshold e, the Project would not be adversely affected by operations at the Banning Municipal Airport, as the Project site is located outside of the Airport Influence Area (RCALUC, 2004). Therefore, the Project would not result in a safety hazard or

excessive noise for people residing or working in the Project area and would not contribute to a cumulatively considerable impact associated with airport hazards.

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route and the Project provides adequate ingress and egress as determined by the City and the Riverside County Fire Department.

As described above, adding the maximum number of vehicles from the Project's site would increase evacuation times for surrounding development between 16 minutes and 26 minutes. However, these scenarios are highly conservative as they assume that all parking spaces are fully occupied at both the proposed Project site and the Hidden Canyon Industrial Park site. Additionally, under all scenarios, the increase in evacuation time is associated with the proposed Project, and not the surrounding land uses, as the proposed Project is located on the furthest end of the study area, and vehicles from the surrounding land uses would reach the transportation network before vehicles from the proposed Project. The Project and surrounding development can be safely evacuated under the worst-case scenario (Scenario 14: Project with Hidden Canyon Industrial Park with SR-60 Only) and would not interfere or impede with an emergency evacuation route. Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factor.

The Project and cumulative development can be safely evacuated under the worst-case scenario and would not interfere or impede with an emergency evacuation route. Thus, there is no potential for the Project to contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

As discussed above under Threshold g, the Project site is located within an area identified by Cal Fire and Riverside County as a "High" and "Very High" fire hazard severity zone (Riverside County, 2015; Cal Fire, 2007). However, all development within high fire hazard severity zones is required to comply with the City's Weed Abatement Program and the Riverside County Fire Department requirements, in order to minimize any potential fire risk. Additionally, all development in the area would require review and approval by the City's 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. (DEIR, pp. 4.9-21 to 4.9-22)

3.9 HYDROLOGY AND WATER QUALITY

Project impacts for CEQA Hydrology and Water Quality Thresholds a through e do not result in significant impacts and findings are discussed below.

3.9.1 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure the implementation of the mandated RRs.

RR 10-1 Prior to grading plan approval and the issuance of a grading permit for the Beaumont Pointe Specific Plan developments, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) Construction General Permit for discharge of stormwater associated with construction activities.

RR 10-2 Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following:
  - Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks;
  - Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins;
  - Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices;
  - Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash;
  - Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).
- The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.

- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.

- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.

- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

RR 10-3 Prior to the issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall provide evidence to the City that the following provisions have been added to the construction contracts for the proposed work:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Beaumont and the representatives of the Regional Water Quality Control Board.

RR 10-4 Prior to issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall receive approval from the City of Beaumont of a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable after construction is completed and after the facilities or structures are occupied and/or operational. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in DEIR Table 4.10-3. Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.

RR 10-5 Prior to the issuance of each building permit for the Project, the Project proponent shall provide evidence to the City that the Project complies with the requirements of the RWQCB Municipal Permit General MS4 Permit. The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff and waste discharge. Specifically, the MS4 permit would require the Project proponent to develop and implement a comprehensive Stormwater Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains.

3.9.2 THRESHOLD A

Impact Statement: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.10.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

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 would 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 more than one acre. Therefore, the Project is required to obtain coverage under an NPDES permit. Construction impacts due to Project development would be minimized through compliance with the NPDES Construction General Permit. As part of compliance with the NPDES requirements, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB, and a Water Discharge Identification Number would be obtained prior to grading. This will provide notification and intent to comply with the State Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with differing requirements based upon the determined risk level). As stated in Regulatory Requirement RR-2, the discharger must prepare and implement a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of

the construction site, in addition to tracking control, waste management, and site design BMPs that control construction-related pollutants. These measures may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders (see Regulatory Requirement RR 10-2). The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site construction activities. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

The NPDES permit program was established under Section 402 of the Clean Water Act (CWA), which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges. An NPDES permit would generally specify an acceptable level of pollutants or pollutant parameters in a discharge. The permittee may choose which technologies to use to achieve that level. DEIR Table 4.10-3, *Construction Activity Best Management Practices*, lists BMPs for runoff control, sediment control, erosion control, and good housekeeping that may be used during the construction phase of the Project.

The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, hydrocarbons, and trace metals). Mandatory compliance with regulatory requirements for the protection of water quality during construction (see Regulatory Requirements RR 10-1 through RR 10-3), including implementation of a SWPPP, would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, impacts related to water quality and waste discharge associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

Under existing conditions, the Project site is currently vacant and undeveloped, except for the portion of the site that contains the paved portion of Jack Rabbit Trail. The development of the Project and associated improvements would result in the conversion of existing on-site permeable surfaces to impermeable surfaces within PAs 1 through 8. The water runoff from impervious surfaces, including the proposed buildings, roadways, landscaped areas, and parking lots, 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 (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 undeveloped 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. Santa Ana River – Reach 4 is impaired by pathogens; Santa Ana River – Reach 3 is impaired by copper, lead, pathogens, and nitrates; Prado Basin is impaired by nutrients; and Santa Ana River – Reach 2 is impaired by metals and indicator bacteria.

The MS4 Permit for new development requires 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 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 stormwater discharged to the storm drains (see Regulatory Requirement RR 10-5).

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 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 (see Regulatory Requirement RR 10-4). As identified in the Project's Preliminary WQMP, low-impact development (LID) BMPs (e.g., bioretention and biotreatment) 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. Furthermore, the Project includes mass grading of PAs 1 and 2, which will remain graded and undeveloped until construction of the commercial uses in Phase 3. Under this interim condition, the mass graded pads are considered self-treating areas (no impervious area and gentle slopes) and storm drain lateral stub outs will be provided to connect the future onsite storm drain to the infrastructure storm drain system proposed by this project.
The Project would maintain the 16 existing culverts as the ultimate discharge locations for the property; however, runoff from the impervious surfaces (i.e., proposed buildings, parking lots, and road improvements) would be collected by the Project's proposed drainage system. The Project site would be divided into 17 drainage management areas (DMAs). The proposed drainage system would consist of catch basins, parking inlets, storm drain pipes with sizes varying from 18 inches to 48 inches, outlet structures, and four detention basins (Basins 1 – 4), one for each tributary area. The drainage system would route the runoff from the proposed impervious surfaces to the four detention basins. Where possible, runoff from impervious areas drain towards landscaped areas and bioretention basins through curb cutouts. All runoff from PAs 1 through 8 will enter the basins (Basins 1, 2, 3 & 4) for treatment

and mitigation before discharging into their respective culverts. Runoff from streets and sidewalks from PAs 1 and 2 will enter Basin 5 located at the northeast corner of the property, adjacent to Jackrabbit Trail. Each culvert has natural depressed areas upstream which also acts as a natural detention area. Each basin would provide stormwater treatment for each of their respective tributaries. The proposed stormwater treatment basins will provide peak runoff mitigation before discharging to the culverts. The detention basins would remove pollutants from runoff and filter the water to meet the water quality standards of the SARWQCB pursuant to the design requirements of the LID BMP Design Manual. The LID BMP Design Manual requires that basins are designed to capture runoff from the 0.75 inch, 24-hour rainfall event or the 85th percentile, 24-hour rainfall event, whichever is greater; thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site.

DEIR Table 4.10-4, *Permanent and Operational Source Control BMPs*, lists source-control BMPs that are 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.

In addition, with implementation of Regulatory Requirements RR 10-1 through RR 10-5, surface water that may percolate in to the soil would not adversely affect groundwater on or off site.

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 (see Regulatory Requirements RR 10-4 and RR 10-5), 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. (DEIR, pp. 4.10-14 to 4.10-20)

3.9.3 THRESHOLD B

Impact Statement: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.10.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

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, 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% of the potable water available to the City annually and Edgar Canyon provides between 15 and 20% of the potable water available to the City annually (BCVWD, 2021).

According to the Water Supply Assessment (WSA) and Amendment #1 WSA (DEIR *Technical Appendix L1 and L2* of the DEIR), the Project's projected water demand is 196.7 acre-feet per year (AFY), of which 85.2 AFY is outdoor, non-potable water use. 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. The 2020 UWMP estimates water demand for the Project site to be 360.26 equivalent dwelling units (EDUs), which is the same as the Project's total projected water demand. Additionally, the 2020 UMWP further defines BCVWD's and City's commitment to using non-potable water, available from the City's upgraded Title 22 recycled water treatment plant and shallow aquifer wells, which are not suitable for direct potable water supply. This is consistent with the approved WSA, which indicated 43.31% of the total demand could be supplied by BCVWD's non-potable water system. This further reduces Project's imported and local groundwater (potable) demand, from 360.26 EDUs to 204.21 EDUs. Therefore, groundwater supplies needed for Project development have been planned for and the Project would not substantially decrease groundwater supplies and impacts would be less than significant.

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 3.9 miles southwest of the groundwater recharge facility for the Beaumont Basin and is located approximately 0.60 mile southwest 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. 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. (DEIR, pp. 4.10-20 to 4.10-21)

3.9.4 THRESHOLD C

Impact Statement: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impede or redirect flood flows.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.10.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ Substantial Evidence

Erosion and Siltation

The Project would include the installation of an integrated, on-site storm drain system consisting of catch basins, grated inlets, storm drain pipes with varying sizes, and four detention basins. The on-site storm drain system is designed to capture the on-site stormwater runoff flows, convey the runoff to the proposed detention basins, and treat the runoff to minimize water-borne pollutants transported from the Project site.

Although soils in the Project site could experience erosion during construction, implementation of the Project would not cause substantial soil erosion. A SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction would be prepared and implemented. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities.

The Project would introduce impervious surfaces to the Project site, thereby reducing the amount of exposed soils on site as compared to existing conditions. As such, the implementation of the Project would reduce the erosion potential on site as compared to existing conditions and impacts would be less than significant. Additionally, as further discussed under Threshold c.B, below, the Project would result in a 100 cubic feet per second (cfs) reduction in peak stormwater runoff rates. Furthermore, the Project Applicant would be required to implement the requirements of the Project-specific WQMP, which includes the installation and maintenance of BMPs that would ensure no substantial erosion impacts would occur off-site during operational activities. As such, impacts would be less than significant.

As summarized in the Project's Preliminary WQMP, the water quality treatment controls proposed (i.e., detention basin and catch basin filters) for the Project are effective at removing sediment from stormwater runoff during long-term operation. The City would require compliance with the WQMP and long-term maintenance of on-site stormwater conveyance and retention infrastructure by the property owner or operator to ensure their long-term effectiveness (Municipal Code Chapter 13.24). Therefore, stormwater runoff flows leaving the Project site would not create substantial erosion or result in a substantial amount of sediment, and impacts would be less than significant.

Stormwater 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. Although the Project would introduce impervious surfaces to the Project site, the Project would maintain a similar drainage pattern as compared to existing conditions. Under post-development conditions, the Project site would be

divided into 17 DMAs, similar to pre-development conditions. The pre-development (existing) and post-development (proposed) DMAs represent different tributary areas but were created to maintain similar or less peak flows for each area which ultimately flow to its corresponding culvert, as shown on Figure 4.10-2 of the DEIR.

The 16 existing culverts would remain as the ultimate discharge locations for the Project site except for culverts 1 and 2, which will be replaced with a 20 foot by 20 foot reinforced concrete box (RCB) to be installed west of culvert 1 as part of the Caltrans SR-60 improvements. Additionally, runoff from the Project site would be captured by the proposed storm drainage system prior discharging to the existing culverts.

Prior to flows reaching the existing culverts and draining to San Timeteo Creek Reach 3, the Project would utilize on-site storm drainage systems consisting of parking inlets, catch basins, storm drain pipes (varying from 18 to 48 inches in diameter), outlet structures, a flow diversion structure, and four water quality basins. The Project's drainage system would route runoff from each DMA to the proposed stormwater treatment basins, which would reduce peak flows for each of their respective tributaries. The basins are designed in accordance with Riverside County *LID BMP Design Handbook* for the Santa Ana River Watershed and would provide the capacity to mitigate the peak runoff for the developed 100-year, 1-hour storm event. Specifically, the LID BMP Design Manual requires that basins are designed to capture runoff from the 0.75 inch, 24-hour rainfall event or the 85th percentile, 24-hour rainfall event, whichever is greater.

As shown in DEIR Table 4.10-1, under existing conditions, the Project site has a peak runoff volume of 1,482.4 cfs. DEIR Table 4.10-5, *Developed 100-Year Peak Flow Rates*, identifies the peak flow rates discharges from each DMA under Project conditions, which results in a total peak runoff volume of 1,384.4 cfs. Therefore, the implementation of the Project would result in an overall 100.9 cfs reduction in peak runoff.
By designing for the peak flow event, the capacity of the culverts would not be exceeded, and the natural detention areas would not flood. 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. Runoff from the Project, therefore, would not result in on- or off-site flooding or exceed existing or planned stormwater systems.

Each culvert has an existing natural drainage detention area located before the upstream inlets which will provide detention storage for the increased flow rates that exceed the calculated culvert capacity. Additionally, the diversion structure would restrict flows to culvert 13 to be no more than 138.8 cfs and divert overflows to culvert 11. DEIR Table 4.10-6, *Detention Basin 100-Year Peak Flow Capacity*, shows the Project's peak runoff and basin design capacity. The basins are designed with adequate capacity to accept 100-year, 1-hour storm events consistent with the Riverside County LID BMP Design Handbook for the Santa Ana River Watershed.

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.

Flood Flows

The Project site is not within a 100-year floodplain, as mapped on the FEMA FIRM (FEMA, 2014). As such, the implementation of the Project has no potential to impede or redirect flood flows following the construction of the Project. No impacts would occur. (DEIR, pp. 4.10-21 to 4.10-24)

3.9.5 THRESHOLD D

Impact Statement: The Project would not result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

❑ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.10.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project site is within Flood Zone X, which is an area of minimal flooding (FEMA, 2014). As such, the Project site is not anticipated to result in the release of pollutants due to 100-year flooding. No impacts would occur. The Project site is approximately 50 miles east of the Pacific Ocean (Google Earth, 2021). Due to this distance the Project site would not be exposed to the threat of inundation due to a tsunami. As such, no impacts would occur. A seiche is the formation of large waves in landlocked bodies of water due to seismic activity. The Project site is not within proximity to an enclosed or partially enclosed body of water. As such, the Project site would not be exposed to the threat of inundation due to a seiche. As such, no impacts would occur. The Project is not anticipated to release pollutants due to Project inundation within a flood hazard, tsunami, or seiche and no impacts would occur. (DEIR, pp. 4.10-24 to 4.10-25)

3.9.6 THRESHOLD E

Impact Statement: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

❑ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.10.6 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ **Substantial Evidence**

The Project site is within the purview of the Santa Ana Regional Water Quality Control Board (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. Therefore, 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 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. (DEIR, p. 4.10-25)

3.9.7 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in cumulatively considerable impacts related to hydrology and water quality.

❑ **Findings**

Potential cumulative impacts of the Project related to hydrology and water quality are discussed in detail in Section 4.10.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to hydrology and water quality; therefore, no mitigation is required.

❑ **Substantial Evidence**

The cumulative impact 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 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 SWPPP is required to be developed and implemented for each project. 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 projects 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. Compliance with the Santa Ana Region MS4 Permit, the Riverside County Drainage Area Management Plan – Santa Ana Region (DAMP) would ensure that the cumulative contribution of pollutants in the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin would not be cumulatively considerable. Accordingly, operation of the Project would not contribute to cumulatively considerable 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 would not result in a cumulatively considerable impact to groundwater supplies or interfere with groundwater recharge.

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. As discussed above in Threshold (c), development projects, including the proposed Project, would be required to comply with federal, State, and local regulations to minimize stormwater pollution during construction (including erosion and siltation). Accordingly, grading plans would be required to be designed to preclude undue soil erosion and development projects would be required to prepare and implement SWPPPs and WQMPs to ensure that substantial soil erosion and/or sedimentation would not occur during temporary construction conditions or long-term operating

conditions. Because the Project and all other developments throughout the Santa Ana River Watershed would need to comply with applicable federal, State, and local regulations, substantial cumulative erosion and/or siltation would not occur.

There are no conditions associated with the Project that would affect on- or off-site flooding and mandatory compliance with BCVWD or Riverside County Flood Control and Water Conservation District for site drainage by other projects within the cumulative study area would preclude the potential for other projects to increase the flood potential in the cumulative study area. Therefore, the proposed Project would not result in a cumulatively considerable impact associated with flood hazards. The implementation of the Project would result in a decrease in peak flows discharging from the site under a 100-year storm event. The Project would not contribute runoff water that would exceed the capacity of an existing or planned stormwater system. Therefore, the Project would not result in a cumulatively considerable impact.

The Project site is not within a 100-year flood plain and there are no large bodies of enclosed water in proximity to the Project site or cumulative study area. Additionally, there are no dams within the vicinity of the Project that could expose the Project to flooding due to inundation. Moreover, the City and its SOI are not located in proximity to a coastal body of water; therefore, the City would not be subject to tsunami hazards. Other project in the area would be required to comply with BCVWD or RCFC&WCD requirements to reduce flooding hazards. Therefore, the Project would not result in a cumulative considerable impact related to inundation and the release of pollutants.

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. (DEIR, pp. 4.10-25 to 4.10-27)

3.10 LAND USE AND PLANNING

Project impacts for CEQA Land Use and Planning Thresholds a and b do not result in significant impacts and findings are discussed below.

3.10.1 THRESHOLD A

Impact Statement: The Project would not physically divide an established community.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.11.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

Currently the 539.9-acre Project site is vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project Applicant proposes to develop

the Project site with an Industrial/Commercial Park. There are no existing established communities surrounding the Project site. The area east of the Project site is designated for and developed with similar industrial/commercial uses. The nearest established residential community to the Project site is located approximately 0.84-mile northeast on the opposite side of SR-60. It should be noted that there is one existing single-family residence located approximately 483 feet south of the Project site's southernmost boundary. However, the Project would not restrict access to or from the existing residence, and the Project would provide private residential access to the existing residence via the relocated Jack Rabbit Trail. Access to this residence will be maintained throughout construction and operation of the Project. Therefore, the implementation of the Project on the Project site is not anticipated to physically divide an established community and impacts would be less than significant. (DEIR, p. 4.9-8)

3.10.2 THRESHOLD B

Impact Statement: 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.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.11.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

The DEIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City include a General Plan Amendment (GPA; PLAN2019-0284), Pre-zone (PLAN2019-0284), Beaumont Pointe Specific Plan (SP2019-0003), Vesting Tentative Parcel Map (VTPM) No. 38161, and a Development Agreement (DA; PLAN2023-0906). The Beaumont Pointe Specific Plan is referred to herein as Specific Plan. The Project's consistency with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect is discussed below. The Project is also consistent with the Beaumont General Plan and Zoning Ordinance, SCAG's Connect SoCal, and the Western Riverside County MSHCP as discussed below.

City of Beaumont General Plan

The Beaumont General Plan Land Use and Community Design Element designates the Project site as Rural Residential 1. The Project Applicant's proposed GPA PLAN2019-0284 would amend the City's General Plan Land Use Map to modify the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)." With the approval of the proposed Project, any future development plans and entitlement applications (tract maps, site plans, and other similar entitlements) would be required to comply with the Specific Plan and substantially conform to the standards and guidelines set forth in the other sections of the Specific Plan, as well as any other applicable City's regulations. Although the

Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, polices, or regulations adopted for the purpose of avoiding or reducing an environmental effect, as demonstrated below. Accordingly, a less-than-significant environmental impact would result from the Project's proposed governmental approvals.

DEIR Table 4.11-1, *General Plan Applicability Analysis*, provides an analysis of the Project's consistency with all applicable General Plan goals and policies that were adopted for the purpose of avoiding or mitigating an environmental effect. As shown in DEIR Table 4.11-1, the Project would not result in any inconsistency with any of the applicable General Plan goals and policies. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the Beaumont General Plan.

City of Beaumont Zoning Ordinance

The City's Zoning Ordinance is contained within Title 17 of the City's Municipal Code and establishes specific standards for the use and development of all properties within the City by regulating land uses, development intensity, including limits on building setbacks, landscaping standards, and building heights. Under existing conditions, the Project site is zoned as W-2-20 under Riverside County Ordinance No. 348. Since the Project site is within the City's SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the site. The City may pre-zone property within its SOI, which would become effect at the time that an annexation becomes effective.

The Project Applicant proposes to annex and incorporate the Project site into the City. As such, the Project Applicant is proposing Pre-Zone PLAN2019-0283 to amend the City's Zoning Map to include the Project site and classify the Project site as "Specific Plan (Beaumont Pointe Specific Plan)". The application of the Beaumont Pointe Specific Plan Zone would allow the Project to be developed in accordance with Section 3, *Development Standards*, of the Specific Plan, which would constitute the zoning regulations applicable to any future development within the Project site. The City's approval and implementation of PLAN2019-0283 would ensure that the Project would be consistent with the proposed zoning regulations identified in the Specific Plan. Based on the foregoing, the Project would have a less-than-significant impact with respect to a conflict with the City's Zoning Ordinance.

Connect SoCal

SCAG's Connect SoCal is the applicable SCAG planning document that applies to the Project. Connect SoCal identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed project for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in DEIR Table 4.11-2, *SCAG Connect SoCal Consistency Analysis*, implementation of the Project would not result in an inconsistency with the adopted *Connect SoCal*. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the SCAG's *Connect SoCal*.

Western Riverside County MSHCP

The Project site is in the MSHCP Criteria Area, including the Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A'). The Biological Resources Assessment (DEIR *Technical Appendix C1*) evaluated the Project's consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). As discussed in DEIR Section 4.4, *Biological Resources*, the Project would be consistent with the West Riverside County MSHCP. Refer to Threshold f under DEIR Section 4.4, *Biological Resources*, and Section 7.0 of the Project's Biological Resources Assessment (DEIR *Technical Appendix C1*) for a detailed discussion on the Project's consistency with the Western Riverside County MSHCP.

Implementation of the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including the City's General Plan or Zoning Ordinance, *Connect SoCal*, or Western Riverside County MSHCP. (DEIR, pp. 4.11-8 to 4.11-43)

3.10.3 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impacts related to land use and planning.

❑ Findings

Potential cumulative impacts of the Project related to land use and planning are discussed in detail in Section 4.11.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to land use and planning; therefore, no mitigation is required.

❑ Substantial Evidence

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site that are located in unincorporated Riverside County, and cities of Beaumont and Banning. As discussed under Threshold a, the Project would not physically divide an established community because the Project site is vacant and undeveloped and is within a developing portion of the City. Although there is one existing single-family residence located immediately south of the Project site, implementation of the Project would not obstruct access to and from the existing single-family residence. Therefore, the Project would have a less than cumulatively considerable impact with respect to the physical division of an established community.

As discussed under Threshold b, the Project would not conflict with any other aspects of the City's General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject

to site-specific environmental and planning reviews that would address consistency with adopted land use plans, policies, or regulations. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant. (DEIR, pp. 4.11-44)

3.11 MINERAL RESOURCES

Project impacts for CEQA Mineral Resources Thresholds a and b do not result in significant impacts and findings are discussed below.

3.11.1 THRESHOLD A

Impact Statement: The Project would not 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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.12.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

According to the City's General Plan, the City has no known identified mineral resources of regional or statewide importance. The Project site is located MRZ-3, which is defined as an area where the significance of the deposit is undetermined (City of Beaumont, 2020b, Figure 5.11-1). Therefore, the Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Consistent with the findings of the General Plan EIR, no impacts to "known mineral resources" would occur with Project implementation (City of Beaumont, 2020b, pp. 5.11-7). In addition, there are no delineated sites or locations of mineral resources within the City (City of Beaumont, 2020a, p. 211). Therefore, the potential for the implementation of the Project to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State is considered less than significant. (DEIR, p. 4.12-4)

3.11.2 THRESHOLD B

Impact Statement: The Project would not 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.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.12.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ **Substantial Evidence**

According to the County's General Plan, the Project site is within the MRZ-3 zone and not located within close proximity to the State designated Aggregate Mineral Resource areas (Riverside County, 2015). Additionally, according to the City's General Plan, the Project site is not located within an area known to be underlain by locally-important mineral resources (City of Beaumont, 2020b, Figure 5.11-1). The Project site is not located within the City's Mineral Resource Overlay and the City's General Plan does not identify any locally-important mineral resource recovery sites on site or within proximity to the Project site (City of Beaumont, 2020b, p. 5.11-7). Additionally, as a future implementing action following adoption of the General Plan 2040, the City will delete the Mineral Resource Overlay from the City's Zoning Ordinance. Therefore, the Project would not 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 and impacts would be less than significant. (DEIR, p. 4.12-4)

3.11.3 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to mineral resources.

❑ **Findings**

Potential cumulative impacts of the Project related to mineral resources are discussed in detail in Section 4.12.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to mineral resources; therefore, no mitigation is required.

❑ **Substantial Evidence**

As discussed under Threshold a, the Project site is classified as MRZ-3 in the County's and City's General Plan and contains no known mineral resource deposits. Furthermore, there are no delineated sites or locations of known mineral resources within the City. Therefore, the Project has no potential to result in a cumulatively considerable contribution to impacts related to mineral resources that would be of value to the region and residents of the state.

As discussed under Threshold b, the County and City's General Plan does not identify any locally-important mineral resource recovery sites on the Project site or within proximity to the Project site. Therefore, the Project has no potential to result in a cumulatively considerable contribution to impacts to a locally-important mineral resource recovery site. (DEIR, pp. 4.12-4 to 4.12-5)

3.12 NOISE

Except as indicated, Project impacts for CEQA Noise Thresholds a, b and c do not result in significant impacts and findings are discussed below.

3.12.1 THRESHOLD A

Impact Statement: The Project would not generate a substantial temporary or permanent increase in ambient noise levels during construction or on-site operation, in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies[2].

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.13.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a for construction or on-site operation; therefore, no mitigation is required for these.

❑ Substantial Evidence

The findings below summarize the Project's potential construction noise levels and on-site operational noise levels.

Construction Noise Impact Analysis

Construction activities on the Project site would proceed in four stages: 1) grading; 2) building construction; 3) paving; and 4) architectural coating. These activities would create temporary periods of noise when heavy construction equipment (i.e., tractors, trucks, excavators, generators, pavers) is in operation and would cause a short-term increase in ambient noise levels. The Project construction noise levels at nearby receiver locations are summarized in DEIR Table 4.13-7, *Project Construction Noise Levels*.

Project-related construction activities are expected to occur on weekdays (and, potentially, on Saturdays) during the hours when the City's Municipal Code does not restrict construction noise. The City's Municipal Code Section 9.02.110.F.2 exempts construction activities from noise restrictions so long as construction activities occur between the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May). In accordance with the City's Municipal Code Section 9.02.110.F.4, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit that are appropriate to maintain the public health and safety, as determined by the building official.

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. To assess the construction equipment noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site

[2] Off-site traffic noise from Project operation would be significant and addressed under Section 5.3, below.

boundary) to each receiver location. As shown on DEIR Table 4.13-7, the highest construction noise levels are expected to range from 61.2 to 73.4 dBA Leq at the nearest receiver locations.

Acceptable exterior construction noise level threshold is based on the City's 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction. As shown in DEIR Table 4.13-7, Project construction would not cause noise levels at receiver locations to exceed 75 dBA Leq. Accordingly, Project construction would not result in substantial noise-related health safety hazards and impacts would be less than significant.

In addition, rock blasting may be required to support Project construction, therefore, this analysis considers the potential blasting noise levels at the nearest noise sensitive receiver locations. The airblast levels from Project blasts are based on the ISEE's Blasters' Handbook equation for partially and substantially confined construction blasts, determined based on the anticipated depth of hard rock in each location. This analysis describes partially confined airblast levels since they are calculated using the Blasters' Handbook equation for general construction blasting activities. The blasting impacts described below represent the worst-case (closest) blast locations describing the potential impacts when measured from the edge of the nearest blast area to the nearest receiver location. When measured at greater distances, the blasts will result in lower airblast noise levels. DEIR Table 4.13-8, *Project Blasting and Compliance Summary*, shows the calculated airblast levels, which are expected to range from 88 to 111 dB. The Project airblast noise levels are shown to satisfy the 133 dB airblast threshold at the nearest noise sensitive residential receiver locations. Therefore, the Project-related airblast noise level impacts would be less than significant. (DEIR pp. 4.13-20 to 4.13-22)

Nighttime Concrete Pour

Nighttime concrete pouring activities will occur as a part of Project building construction activities. The noise levels associated with the nighttime concrete pour activities are estimated to range from 26.8 to 45.4 dBA L_{eq}. Nighttime concrete pour activities would not exceed the construction noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Project construction nighttime concrete pour noise activity are considered less than significant at all receiver locations with prior authorization for nighttime work from the City. (DEIR pp. 4.13-22 to 4.13-23)

Operational Noise Impact Analysis – Stationary Noise

Stationary (on-site) noise sources associated with long-term Project operation are expected to include loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-through speakerphone activity, and trash enclosure activity. The operational stationary noise analysis is based on reference noise level measurements collected from similar types of activities to represent the noise levels expected with the development of the Project. (DEIR pp. 4.13-23 to 4.13-25)

DEIR Table 4.13-10, *Project Daytime Operational Noise – Stationary Noise*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 32.1 to 43.6 dBA Leq. DEIR Table 4.13-11, Project Nighttime Operational Noise -Stationary Noise, shows the Project operational noise

levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. at the off-site receiver locations are expected to range from 32.0 to 42.7 dBA L_{eq}.

Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations following Project buildout (see Table 4.13-12, *Project Operational Noise – Stationary Noise*). Accordingly, Project operation would not result in the exposure of receivers near the Project site to stationary noise levels that exceed the exterior noise level standards established in the City's Municipal Code. Impacts would be less than significant.

Noise levels that would be experienced at receiver locations when unmitigated Project-source noise is added to the ambient daytime, evening, and nighttime conditions are presented on DEIR Table 4.13-13, *Project Operational Noise Level Contributions – Daytime*, and Table 4.13-14, *Project Operational Noise Level Contributions – Nighttime*, respectively. As shown, the Project would not contribute an operational noise level increase during the daytime or nighttime hours. To describe the amount to which a given noise level increase is considered substantial, the City's General Plan EIR outlines criteria to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. The Project-related operational noise level increases will satisfy the operational noise level increase criteria at the nearest sensitive receiver locations. On this basis, although the Project would increase noise levels in the Project vicinity, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Noise impacts associated with long-term on-site operations would be less than significant. (DEIR pp. 4.13-25 to 4.13-28)

3.12.2 THRESHOLD B

Impact Statement: The Project would not generate excessive groundborne vibration or groundborne noise levels.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.13.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

The metric used to evaluate whether the Project's vibration levels are considered "excessive" during either construction or operation is adapted from Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual. Accordingly, the FTA criterion of 78 VdB is used to assess impacts due to groundborne vibration.

Construction activities on the Project site would utilize construction equipment that has the potential to generate vibration. Vibration resulting from construction activities on the Project site was calculated at the same five receiver locations that were evaluated in the construction noise analysis. DEIR Table 4.13-23, Project Construction Vibration Levels, summarizes Project construction vibration levels at the modeled receiver locations and the significance of the vibration levels using the FTA vibration level significance threshold of 78 VdB. All receiver locations in the vicinity of the Project site would be exposed to vibration levels that fall far below the applicable significance threshold (i.e., 78 VdB). Impacts would be less than significant.

In addition, rock blasting may be required to support Project construction; therefore, this analysis considers the potential blasting vibration levels at the nearest noise sensitive receiver locations. DEIR Table 4.13-24, *Project Blasting Vibration and Compliance Summary*, shows the calculated vibration levels from the worst-case (closest) Project blasting activities. As shown, the vibration levels of Project blasts are expected to range from 0.00 to 0.05 in/sec PPV based on the distances to nearby residential noise sensitive receiver locations. The Project blasting vibration levels will remain below the maximum acceptable transient peak-particle-velocity (PPV) vibration threshold 0.5 PPV (in/sec) at the nearby noise sensitive residential receiver locations. Therefore, the Project-related airblast vibration level impacts would be less than significant. Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur. (DEIR, pp. 4.13-35 to 4.13-36)

3.12.3 THRESHOLD C

Impact Statement: The Project would not expose people residing or working in the project area to excessive noise levels due to airport noise.

- ❑ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.13.7 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold c; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest major airport is the March Air Reserve Base located roughly 12 miles west of the Project site. Therefore, the Project site would not be exposed to excessive noise levels from airport operations and no impact would occur. (DEIR, p. 4.13-36)

3.12.4 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in cumulatively considerable impacts related to noise (construction-related or on-site operational noise).

❑ Findings

Potential cumulative noise impacts of the Project related to construction and on-site operation are discussed in detail in Section 4.13.8 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to noise for these two effects; therefore, no mitigation is required.

❑ Substantial Evidence

Substantial Noise Increase or Violations

Short-Term Cumulative Construction-Noise Impacts

This cumulative impact analysis considers development of the Project in conjunction with other development projects in the vicinity of the Project site. Cumulative impacts would potentially occur if other projects are being constructed in the vicinity of the proposed Project at the same time. There are three projects identified in the Traffic Analysis (DEIR *Technical Report J1*) within approximately a quarter-mile radius of the proposed Project, listed below.

1. B2, Fairway Canyon SCPGA (3,300 residential units)
2. B4, Heartland (Olivewood; 981 residential units)
3. B5, Hidden Canyon Industrial (2,890,000 sf industrial)

All three projects are already under construction, and construction would be complete for the nearest related project (B5) prior to grading activities for proposed Project. Therefore, overlapping construction phases between that project and the Project would be minimal. Additionally, the two related projects (B2 and B4) are located across the SR-60 Freeway and would not combine with Project-related construction to result in cumulatively considerable construction-related noise impacts.

Construction activities associated with the Project, especially activities involving heavy equipment and blasting, would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. As shown in Table 4.13-7, the peak noise level anticipated during construction activities are estimated to reach a maximum noise level of 73.4 dBA Leq at receiver R5 (represents the existing noise sensitive residence at 13270 Jack Rabbit Trail (Hoy Ranch), approximately 92 feet south of the Project site) which does not exceed the construction noise threshold of 75 dBA Leq. Additionally, as shown in Table 4.13-8, Project airblast noise levels are shown to satisfy the 133 dB airblast threshold at the nearest noise sensitive residential receiver locations. As shown in Table 4.13-9, noise impacts due to Project construction nighttime concrete pour noise activity would not exceed the construction noise threshold of 75 dBA Leq. Therefore, Project construction-related activities would result in less than significant noise impacts.

Because the Project's construction noise levels would be less than significant, construction noise would be temporary in nature, and the Project and other cumulative projects would not combine with Project-related construction, cumulative construction impacts would be less than significant. (DEIR, pp. 4.13-36 to 4.13-37)

Long-Term Cumulative Stationary Noise Impacts

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. As shown in DEIR Table 4.13-12, the Project would not result in an increase in the cumulative noise levels at sensitive receiver locations. The nearest sensitive receptor (R5) is located approximately 92 feet from the Project and 850 feet from the nearest related project (B5, Hidden Canyon Industrial). As shown on DEIR Table 4.13-9, Project's operational activities are below the established day and nighttime noise thresholds. Operational noise levels would not combine with operational noise levels from the nearest related project (B5, Hidden Canyon Industrial) to cause or contribute to the exposure of sensitive receptors to noise levels in excess of applicable standards. Consistent with the cumulative impact significance thresholds outlined in the Air Quality Impact Analysis (DEIR *Technical Appendix B1*), this noise analysis uses the same operational significance thresholds for project specific and cumulative impacts as discussed in Section 4.13.6A.2. Therefore, since the Project operational-noise levels satisfy the thresholds, the proposed Project operational activities are considered less than significant on a project-specific and cumulative basis. In addition, the City's 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. The two other related projects (B2 and B4) are located across the SR-60 Freeway from the Project site and operational noise would not be additive. Accordingly, the Project would have less than significant direct and cumulative stationary operational noise impacts. (DEIR, pp. 4.13-37 to 4.13-38)

Groundborne Vibration and Noise

The types of construction equipment that would be used to implement the Project would not create vibration amplitudes that could cause structural damage to nearby structures. The nearest existing off-site structures would not be exposed to substantial ground-borne vibration due to the temporary operation of heavy construction equipment on the Project site. Additionally, as shown in DEIR Table 4.13-24, Project blasting vibration levels will remain below the maximum acceptable transient peak-particle-velocity (PPV) vibration threshold 0.5 PPV (in/sec) at the nearby noise sensitive residential receiver locations. Since construction would be complete for the nearest related project (B5) prior to grading activities for the proposed Project, overlapping construction phasing between that project and the Project is not expected to occur and construction vibration would not be additive. Additionally, the two related projects (B2 and B4) are located across the SR-60 Freeway and would not combine with Project-related construction to result in cumulatively considerable construction-related noise impacts.

Under long-term operating conditions, the Project would not involve the use of equipment, facilities, or activities that would result in perceptible groundborne vibration. In addition, there are no sources of substantial groundbourne-vibration associated with the Project or related projects. Accordingly, groundborne vibration and noise impacts would not be cumulatively considerable. (DEIR, p. 4.13-38)

Noise from Airport Operations

As stated, the Project site is not located within two miles of a public airport or within an airport land use plan. The closest major airport is the March Air Reserve Base located roughly 12 miles west of the Project site. Therefore, the Project site would not contribute to the exposure of excessive noise levels

from airport operations. Accordingly, noise impacts related to public airport or public use airport would not be cumulatively considerable. (DEIR, p. 4.13-38)

3.13 POPULATION AND HOUSING

Project impacts for CEQA Populations and Housing Thresholds a and b do not result in significant impacts and findings are discussed below.

3.13.1 THRESHOLD A

Impact Statement: The Project would not 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).

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.14.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

Construction

The Project would be developed over a 56-month construction period with final buildout anticipated in 2027. Project construction activities would require contractors and laborers. It is anticipated that general construction labor would be available from the local and regional labor pool and would not result in substantial population growth because the construction workers would commute from their homes. Additionally, each construction phase (e.g. grading, paving, electrical etc.) requires different skills and specialties, which would be needed for the length of time of that phase. Because of that, the Project's construction phases would not result in a long-term increase in employment and would not induce substantial unplanned population growth from short-term construction activities. Therefore, the Project would not directly or indirectly induce substantial unplanned population growth in the City during construction.

Operation

The 539.9-acre Project site has an existing Rural Mountainous (RM) land use designation under the County General Plan and Pass Plan, which permits one single family residence with a minimum lot size of 10 acres. Although the Project site is located in the City's SOI and outside of the City's jurisdiction, the City has established a designation for the Project site in its General Plan. The City's existing SOI Rural Residential 1 land use designation would allow up to 383 dwelling units, which would generate a maximum population of approximately 1,203 residents (383 dwelling units x 3.14 persons per household = ~1,203 persons) (City of Beaumont, 2020a). As such, the City's General Plan anticipated that the development of the Project site based on current planning documents would result in modest population growth.

The Project Applicant would not develop the Project site with the existing General Plan land use designation. The proposed Industrial and General Commercial land uses are evaluated below to determine whether the Project's proposed employment growth or planned infrastructure has the potential to directly or indirectly induce substantial unplanned population growth. The Project's direct and indirect impacts are discussed below.

Direct Impacts

Implementation of the Project could result in a substantial unplanned level of population growth if estimated increase in businesses would exceed local or regional population growth projections and result in a substantial job-housing imbalance.

In 2020, the City had a population of approximately 51,475 residents and according to SCAG, growth in the City is projected to continue in the future. By 2045, the City is anticipated to have a population of 80,200 residents according to SCAG's Connect SoCal and 131,949 by 2040 based on City's estimates. Because the Project's ultimate tenant mix is currently unknown, it is speculative at this time to estimate what percentage of employees generated by the Project would originate from the City or relocate to the City, and, thus, it is not possible to quantify any specific changes to the City's population or number of households that would result from development of the Project. It is nevertheless anticipated that the employees would come from within the City or the surrounding region because there 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, 2021b). 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 planned for future residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,090,800 persons with more than 1,931,500 people employed and an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021). 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 planned for future Beaumont residents, which would subsequently help achieve a better job-to-housing balance within the City, as analyzed below.

At full-Project build out, the Project is estimated to generate approximately 5,456 permanent jobs.[3] SCAG forecasted 15,900 jobs in the City by the year 2045; the Project's proposed jobs would represent approximately 34% of SCAG's forecast.

However, the City's December 2020 Updated General Plan contains newer projections than SCAG used. The Updated General Plan forecasted that the City would provide 21,497 jobs within the City limits (exceeding SCAG forecasts) and 16,727 jobs within the SOI, totaling 38,224 jobs within the City and its SOI by 2040 (City of Beaumont, 2020b). The City General Plan forecasted 22,774 more jobs as compared to SCAG's job forecast for the City. As such, the Project's proposed 5,456 total jobs were anticipated by the City's General Plan and represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. Therefore, the Project's employment is within both SCAG and City growth forecasts.

As shown in DEIR Table 4.14-4, *Estimated Population and Housing Growth in Beaumont with Project*, the City has jobs-housing ratio of 0.61 (existing) and 0.93 (buildout year), which is still below the recommended jobs-housing ratio range of 1.0. The Project would contribute new employment to a housing-rich area contributing to an improved jobs-housing ratio of 0.92 for the City under existing plus Project conditions and 0.93 at Project buildout. Therefore, the Project would have a beneficial impact on the City's jobs-housing ratio and contribute to the City goal of reaching the recommended jobs-housing ratio of approximately 1.0.

In summary, the Project would be within the anticipated business growth projections of the City and would contribute to a more balanced job-housing ratio. Therefore, the Project would not result in substantial unplanned population growth. Impacts would be less than significant.

Indirect Impacts

Implementation of the Project could result in a substantial and unplanned level of growth if it would result in the extension of new roads or other infrastructure that could induce population growth. The Project would require construction of roadways and utility infrastructure to serve the development.

The Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. The main roadway that would provide access to the Project site is 4th Street, which would be constructed from Jack Rabbit Trail at the easterly edge of the Project site to provide a looped road system around the entire site. Since all proposed roadways would be constructed on site and for the exclusive purpose of serving the proposed development, the Project would not create major new infrastructure that could result in substantial, unplanned growth.

Water, reclaimed water, and sewer infrastructure is currently under construction to the center line of 4th Street 350 feet east of the eastern boundary of the Project site. As shown in DEIR Figures 3-9, 3-10, and 3-11, the proposed potable water, reclaimed water, and sewer system would connect to infrastructure lines from the Hidden Canyon Industrial Park project located immediately to the east to

[3] Based on standard employment factors in the City's General Plan. Specifically, 1,000 s.f./employee for 4,500,000 s.f. Industrial Warehouse, 750 s.f./employee for 500,000 s.f. General Light Industrial, and 1,163 s.f./employee for 336,000 s.f. of Commercial.

the Project to provide service to the Project site. The Project site is located at the end of a cul-de-sac and is surrounded by existing development to the east, the SR-60 to the north, and MSHCP conservation land to the west and to the south/southwest of the site, with rural mountainous lands directly to the south/southeast. Therefore, infrastructure would not extend beyond the Project site and induce population growth. Since all proposed utility infrastructure would connect to lines at the eastern edge of the Project site and would exclusively serve the proposed development, this Project infrastructure would not indirectly induce substantial unplanned population growth.

Summary

The Project is not expected to be a catalyst for any substantial, unplanned population increases. Based on the foregoing analysis, neither the Project nor any Project-related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be less than significant.

The jobs generated by the Project are expected to be filled by the existing labor force in the City and the larger Inland Empire area from the east via SR-60 and I-10. Project generated jobs are within the SCAG's and City's growth projections and the Project would improve the job-housing balance in the City. Accordingly, the Project would not induce substantial unplanned population growth and impacts would be less than significant. (DEIR, p. 4.14-7 to 4.14-10)

3.13.2 THRESHOLD B

Impact Statement: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

- ❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.14.5 of the DEIR. The City finds that the development of the proposed Project would not result in significant impacts related to Threshold b; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

Under existing conditions, the Project site is uninhabited, disturbed, and vacant. The Project site does not contain any existing structures, including residential structures. Therefore, implementation of the Project would not displace a substantial number of existing people or housing. As such, the implementation of the Project would not necessitate construction of replacement housing elsewhere. No impacts would occur. (DEIR, p. 4.14-10)

3.13.3 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to population and housing.

❑ Findings

Potential cumulative impacts of the Project related to population and housing are discussed in detail in Section 4.14.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to population and housing; therefore, no mitigation is required.

❑ Substantial Evidence

The Project's employment generation would not induce substantial growth in the area because the Project would result in service-oriented industrial-oriented jobs, which are jobs that are anticipated to be filled by residents of the City and the surrounding area who live in the area due to the presence and planned construction of more affordable housing units. The Project is not anticipated to attract new residents to move to the City or the immediate surrounding area to become employees. The Project most likely would supply employment opportunities to people already residing in the area.

With the related projects (see DEIR Section 4.0, for the related projects list), there would be an increase of 13,317 residential units, 6,318,000 square feet of industrial uses, and 60,899 square feet of commercial uses. The related projects' industrial and commercial uses would generate approximately 6,370 jobs, which when combined with the Project, result in 11,826 jobs. As shown in DEIR Table 4.14-5, Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont, the projected population, housing units, and employment growth generated by the Project and related projects would be within the anticipated growth for the City. Additionally, by adding housing and non-residential uses in the City, the Project, along with related projects, would increase the City's jobs-housing ratio from 0.66 (Buildout Year Without Project) to 0.75 (Buildout Year With Project Plus Related Projects), which is within the City's projected job-housing ratio of 0.93 in 2040. The increase in housing and jobs from the related projects and jobs generated by the Project would contribute to the City's projected growth and improved jobs-housing ratio. Therefore, the Project with related projects would improve the City's jobs-housing balance and impacts would be less than significant.

The Project plus related projects totals are based on the more recent projections from the City's General Plan. These figures exceed SCAG's growth projections for the City in 2045, but as determined by the City's updated numbers, the cumulative growth would improve the City's projected jobs-housing ratio from 0.63 to 0.75 at Project buildout with related projects and the goal of 1.0 jobs-housing ratio in 2040. Because the jobs generated by the Project are anticipated in the City's projections and would improve the City's and SCAG's projected jobs-housing ratio, Project cumulative impacts would be less than significant.

Population growth in the City and surrounding areas resulting from the employment opportunities offered at the Project site are not expected. The City and surrounding area have an ample supply of housing (with additional housing development expected in the City into the future) to accommodate population growth that is anticipated to occur whether or not the Project proceeds. Therefore, the Project would not induce substantial population growth. The creation of employment opportunities would benefit the City and the larger Inland Empire region by helping to achieve a better jobs-to-housing balance. The Project does not propose construction of new homes or dwelling units that would

directly introduce new residents to the area. As such, the Project's contribution to unplanned housing and population growth would not be cumulatively considerable.

Under existing conditions, the Project site is undeveloped and vacant. There are no existing people or housing located on site. As such, the Project has no potential to contribute to a cumulatively significant impact associated with the need to construct unplanned housing units. (DEIR, pp. 4.14-11 to 4.14-12)

3.14 PUBLIC SERVICES

Project impacts for CEQA Public Services Threshold a does not result in significant impacts and findings are discussed below.

3.14.1 THRESHOLD A

Impact Statement: The Project would not 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: Fire Protection; Police Protection; Schools; Parks; or Other Public Facilities.

- ❑ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.15.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Project does not include construction of new fire station, police, school, public park or recreation or other public facilities, which are not required to serve the Project.

The Project does not propose the construction of new homes or dwelling units that would directly introduce new residents to the area which could increase demand on public services. Additionally, the Project's employment generation would not induce substantial residential population growth in the area because: 1) it is anticipated in the business growth projections of the City, 2) it would contribute to a more balanced job-housing ratio, and 3) the Project would result in service-oriented and industrial-oriented jobs, which are anticipated to attract employees from City and surrounding area. The Project would supply employment opportunities to people already residing in the area.

Fire Protection Services

The Project site is currently located in the jurisdiction of the County of Riverside, and as it is in the unincorporated portion of the County, is in a State Responsibility Area and serviced by the RCFD. The Project site is designated within a "High" and "Very High" Fire Hazard Severity Zone within a state responsibility area (SRA) by the Riverside County General Plan and CalFire. CalFire has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the Project and its surroundings to all Very High rather than the current combination of Very High and High. (CalFire, 2023). With implementation of the Project, the Project site would be annexed into the City which contracts with RCFD for fire protection services. Development of the Project is expected to create the typical range of fire and emergency service calls, and would increase call volumes, which impacts response times for emergency and non-emergency services. The RCFD would continue to provide fire protection services to the Project. After being annexed into the City of Beaumont, it is possible that Project could be re-designated as Local Responsibility Area (LRA) in a future update of CalFire's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the Project site.

Following annexation, the Project site would continue to be primarily served by the Riverside County Fire Station (Station No. 66), an existing station located approximately 3.6 roadway miles east of the Project site and secondarily served by Station 20, located approximately 5 roadway miles east of the Project site (Google Earth, 2021). Station 66 is considered to have a low sensitivity workload, and Station 20 is considered to have moderate sensitivity with the capacity for more workload. Additionally, in September 2022, the City kicked off the construction of new Fire Station No. 106 (the "West Side Fire Station") along Potrero Boulevard across from Olivewood Avenue. Construction is expected to take approximately twelve months. The new fire station will be approximately 10,000 sq. ft. and will include living quarters, offices, a fitness center and large bays to house multiple fire apparatus. Staffing will include three-four personnel, including a paramedic to provide advanced life support care. Services from the facility will be provided 24 hours a day, 7 days a week and 365 days of the year. Personnel at this station will be equipped with cardiac monitors, advanced life support medications, intubation equipment, trauma life support equipment, auto extrication tools, and more. The apparatus which will be housed in the facility will be capable of suppressing structure, wildland, vehicle, and other types of fires. The new station will decrease response times for the City's west side communities, including Olivewood, Tournament Hills, Tukwet and the new logistics centers located off of SR-60.

Development of the Project would impact fire services by placing an additional demand on existing RCFD resources and personnel but would not increase the level of personnel or resources beyond that currently provided by these stations.

The Project is estimated to generate approximately 5,456 permanent jobs at Project buildout. The number on site at any given time may likely be half the estimated employee population, due to employee shift work, estimated transient population and operating hours of individual businesses. Based on this information, the total maximum estimated total population (which includes employees and transient use) of the Project site at any given time, is projected to be 2,728 persons.

The Project development is estimated to increase call volume up to 191 calls per year (4 calls per week or 16 calls per month). In 2017, Fire Stations 66 and 20 had a combined emergency responses of 4,943 calls per year (1,982 and 2,961 respectively), or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project raises overall call volume but is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. For perspective, five calls per day are typical in an urban or suburban area. A busy fire station company would be one with 10 to 15 or more calls per day. Upon buildout of the Project site, Fire Station 66 could respond to an additional 4 calls per week, although the number will likely be lower than that based on the conservative nature of the population and calls per capita data used in this estimate (Dudek, 2022).

Therefore, considering the existing firefighting resources available in the City, implementation of the Project is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact. Additionally, Project development would occur in an area of the City already served by RCFD; therefore, the Project would not result in an expansion of RCFD's service area. 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, RCFD would direct resources to the site from other RCFD stations nearby.

A number of California regulations, including Public Resources Code Sections 4290-4299 and California Government Code (CGC) Section 51178, also would apply to the Project and would address fire safety. In particular, these regulations require minimum state-wide fire safety standards pertaining to: roads for fire equipment access; signage for identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and, fire fuel breaks. In addition, they set fire safety standards for all buildings and structures in, or adjoining, mountainous areas, or forest-, brush- or grass-covered lands or any land covered with flammable material to protect property from wildland fires. Furthermore, in order to offset the increased demand for fire protection services, the Project would be conditioned by the City to provide fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, and paved access.

Implementation of the Project would result in an increase in calls for service; however, RCFD has indicated that this increase would not adversely impact RCFD's existing resources or impose a requirement for additional facilities over and above current facilities. Moreover, as is required of all projects in the City, the Project would be required to pay a development impact fee (DIF) to the City to assist in providing for 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.

The Project is also required to comply with Beaumont Municipal Code Chapter 3.36, which requires payment of a development mitigation fee prior to issuance of building permits to assist in providing revenue that the City can use to improve the Emergency Preparedness Center to offset the incremental increase in the demand for public services that would be created by the Project. Because the Project does not include construction of new fire station facilities and does not generate a need for additional facilities and the Project Applicant will pay fees that will provide its fair share of future fire and EMS

needs established by the City. Project-related impacts to fire protection services are evaluated to be less than significant.

Police Protection Services

The Project is currently located in the jurisdiction of the County of Riverside and is served by the Riverside County Sheriff's Department. With implementation of the Project, the Project site would be annexed into the City and would be served by the Beaumont Police Department (BPD). Buildout of the Project would increase demands for police protection services in the Project area. During the construction and operation of the Project, the need for police services is expected to grow due to the increase in employment and associated potential for additional crime and accidents. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. After construction, the Project is anticipated to generate a typical range of police service calls as similar developments, such as vehicle burglaries, disturbances, and driving under the influence.

The increase in demands on police services resulting from the implementation of the Project would not adversely impact BPD's existing resources. There are currently no staffing or equipment deficiencies in the service area. The increase in potential services needed would not require the construction of a new police station or improvements to the existing station that serves the Project site. Implementation of the Project would result in an increase in calls for service; however, BPD has indicated that this increase would not adversely impact BPD's existing resources. BPS is currently expanding into an additional off-site facility to accommodate growth and develop a downtown bike patrol program. Additionally, BPD has indicated that as the City population continues to grow, BPD is anticipating an 8% increase in sworn personnel and 12% increase in support staffing.

Moreover, as is required of all projects in the City, the Project would be required to pay DIF fees to the City to assist in providing for future police protection facilities, including police stations. Because the Project does not include construction of new police facilities and does not generate a need for additional facilities, and the Project Applicant will pay Police Facilities Development fees that will provide its fair share of future police needs established by the City, increases in demands for police protection resulting from implementation of the Project would not have significant impacts on BPD services.

School Services

There is adequate capacity under current conditions for all school levels for the 2021/2022 school year. Moreover, as is required of all projects in the City, the Project would be required to pay development impact fees to BUSD. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. BUSD would be able to collect these school impact fees pursuant to SB 50. The State Legislature has declared that the payment of those fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995. Because the Project does not include construction of new school facilities and does not generate a need for additional facilities and the Project applicant will pay fees that are deemed by State

legislation to provide the equivalent of mitigation, the Project would not have an impact on school services.

Parks

The Project would not directly or indirectly induce population growth. Employees and visitors who visit the Project site would have access to several recreational amenities on site. Due to the availability of active and passive recreational amenities and entertainment proposed on site, the potential for employees and visitors to travel to existing City parks during breaks or before and after business operations is low. Employees and visitors who may occasionally use the City's neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities or the need for new or physically altered parks or recreational facilities.

Other Public Facilities

As previously stated, development of the Project would not result in an increase in the population of the Project area. Therefore, the Project would not increase the demand for other public facilities, including library services which would require the construction of new or expanded public facilities. The Beaumont Library is owned and operated by the Beaumont Library District (BLD), not the City, and is funded by property taxes, contributions from individuals, and foundations. Development under the Project would result in the conversion of vacant land to commercial and industrial development, which in turn will increase property tax revenue to the BLD. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur. (DEIR, pp. 4.15-11 to 4.15-15)

3.14.2 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to public services.

❑ Findings

Potential cumulative impacts of the Project related to public services are discussed in detail in Section 4.15.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to public services; therefore, no mitigation is required.

❑ Substantial Evidence

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within the City and its Sphere of Influence, listed in DEIR Table 4.0-1, *Cumulative Development Land Use Summary*.

Fire Protection Services

Residential and employment population increases and associated increases in the demand for public services have been taken into account in long-range planning efforts on behalf of the Cityand the agencies providing public services to the area.

As with the Project, related projects within the City and the surrounding area would also be required pay DIF fees to their respective cities to assist in providing for fire protection facilities, including fire stations. Increased property and sales tax from future new developments would provide additional funding for any capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion of facility improvements, RCFD would be able to ensure that its performance objectives are consistently met. In addition, compliance with the existing regulations would maintain adequate access within the Project site, which further ensures an adequate level of service for fire protection and emergency services to visitors and workers in the Project site. Furthermore, individual development projects pursuant to the City' General Plan would be reviewed by the City and RCFD and would be required to comply with all applicable building code and other code requirements in effect at the time building permits are issued. Therefore, the Project's increased demand for fire protection services, in conjunction with the increased demand for cumulative development pursuant to the City's General Plan, would not result in significant cumulative impacts.

Police Protection Services

Local population growth would result in an increased demand for public services and facilities, including law enforcement. Service providers would continue to evaluate levels of service and potential funding sources to meet demand. The City performs long-range planning for the provisions of public services and facilities based on its growth projections, which are revised over time and includes areas within the City's sphere of influence. Through assessments of the City's capital improvement needs and annual budget review process, police department needs are assessed, and budget allocations are revised accordingly to ensure that adequate levels of police services, including police protection facilities, equipment, and/or personnel, are maintained throughout the City.

As with the Project, related projects within the City would also be required to pay DIF fees to the City to assist in providing for police protection facilities, including police stations. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate police protection facilities, equipment, and/or personnel to accommodate future growth. By maintaining a consistent level of service through expansion or facility improvements on parcels assumed for development in the City's General Plan, BPD would be able to ensure that its performance objectives are consistently met. Furthermore, individual development projects pursuant to the City's General Plan would be reviewed by the City and would be required to comply with the requirements in effect at the time building permits are issued.

Therefore, the demand for police services would not be adversely affected by the Project in conjunction with cumulative development pursuant to the City's General Plan. No significant cumulative impacts related to police services are anticipated.

School Services

Cumulative development in the BUSD service area, including the related projects, may generate a substantial increase in student population in BUSD schools. Assuming BUSD's enrollment increases, administrators will need to seek short-term and long-term remedies to accommodate those added students. In recognition of these conditions, the State Legislature provided authority for school districts to assess impact fees for both residential and nonresidential development projects. Those fees, as authorized under Education Code Section 17620(a) and Government Code Section 65995(b), are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure, and the payment of these fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995.

Since the Project would have no impact on school services and cumulative development must pay appropriate impact fees, no cumulative impact would occur as a result of the implementation of the Project in conjunction with other area-wide development activities. Cumulative project impacts would be less than significant.

Other Public Facilities

Cumulative population growth within the service area as a result of the related projects will likely increase the demand for library services. Funding for library services is from property taxes, contributions from individuals, and foundations. Therefore, as new developments within the service area of BLD occur, property tax revenues would increase in rough proportion, consequently increasing revenue to the BLD for library services.

The Project does not include any residential land uses and, therefore, is not expected to result in any additional significant demand for libraries. As concluded in the City's General Plan DEIR, development and redevelopment in the City will result in increased tax revenue to BLD and impacts to library facilities are considered less than significant. Therefore, cumulative project impacts would be less than significant. (DEIR, pp. 4.15-15 to 4.15-17)

3.15 RECREATION

Project impacts for CEQA Recreation Thresholds a and b do not result in significant impacts and findings are discussed below.

3.15.1 THRESHOLD A

Impact Statement: The Project would not 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.

- ❑ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.16.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

The Project proposes a mixture of General Commercial, Industrial, and Open Space and Open Space-Conservation uses. The Project would not directly or indirectly induce population growth. As indicated in the City's General Plan, the City identifies residential development as land uses that will contribute to population growth and not industrial and commercial uses. Additionally, the dedication of parkland or the in-lieu payment of fees only applies to residential development and industrial and commercial developments are not viewed as generators of park activity. Therefore, it is not anticipated that the Project would result in an increased demand for recreational facilities. As such, the Project would not result in an increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, the Project would introduce development on vacant and undeveloped land, which would generate 5,456 permanent employees and visitors to the Project area.

Employees and visitors who visit the Project site would have access to several recreational amenities on site. The 30.2 acres of General Commercial land uses include a combination of hospitality, restaurant, and recreation commercial uses. The "Activities Park" within the General Commercial land uses would consist of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, "biergarten" games, and a large climbing wall. In addition, to encourage social interaction, the Industrial and General Commercial building sites within Project site may include outdoor employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas would be achieved through a combination of shade trees, umbrellas, or man-made shade structures. Other recreational amenities within the Industrial areas may include, but are not limited to, pedestrian walkways, pocket parks, seating areas, overhead structures, and open space areas.

Due to the availability of active and passive recreational amenities and entertainment proposed on site, the potential for employees and visitors to travel to existing City parks during breaks or before and after business operations is low. Employees and visitors who may occasionally use the City's neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. Impacts would be less than significant. (DEIR, p. 4.16-6)

3.15.2 THRESHOLD B

Impact Statement: The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.16.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ **Substantial Evidence**

On-Site

The Project would result in the development of General Commercial, Industrial, and Open Space and Open Space-Conservation uses. Approximately 152.4 acres (PA 10) is designated as Open Space - Conservation in order to preserve habitats to be dedicated to the Western Riverside County Regional Conservation Authority (RCA) for inclusion in the Multiple Species Habitat Conservation Plan (MSHCP) Reserve. Approximately 124.7 acres in PA 9 are designated as Open Space to accommodate landscaped manufactured slopes, fuel modification areas, project signage, sewer lift station, optional water tank, and natural open space as a buffer for the Open Space - Conservation area in PA 10.

The Project would provide active and passive recreational opportunities for its future employees and visitors through climbing walls, pedestrian walkways, pocket parks, seating areas, overhead structures, and open space areas. The construction of these recreational facilities would occur within the boundaries of the Project site and would be part of the Project's construction phase. The Project's construction impacts are analyzed throughout the DEIR and mitigation is incorporated where necessary. As concluded in the DEIR, the Project's construction activities would be less than significant. Additionally, future open space and recreational facility development in the Project site would be required to adhere to the development standards and design guidelines of the Project. Therefore, impacts associated with the Project's on-site recreational facilities would be less than significant.

Off-Site

As stated above, the City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Implementation of the Project would not introduce new residents into the City; therefore, the City's park ratio would remain unchanged with the Project. Implementation of the Project would include adequate recreation and open space facilities and would not cause the deterioration of existing facilities.

Because the City is currently meeting its park ratio requirement and the Project would not increase the residential population in the City, there is no need for the construction or expansion of recreational facilities within the City. Therefore, Project impacts would be less than significant. (DEIR, p. 4.16-7)

3.15.3 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to recreation.

❑ Findings

Potential cumulative impacts of the Project related to recreation are discussed in detail in Section 4.16.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to recreation; therefore, no mitigation is required.

❑ Substantial Evidence

Cumulative impacts consider development of the Project in conjunction with other development projects and planned development within the City and its Sphere of Influence.

The Project does not propose any residential uses or other land use that would result in an increase in population, thereby increasing the use of existing neighborhood and regional parks or other recreational facilities. Although there may be a nominal increase in the use of local recreation facilities, Project employees and visitors who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of cumulative developments in the area. New residential development is required to dedicate parkland or pay in-lieu fees in accordance with Beaumont Municipal Code Section 16.66.020 pursuant to the Quimby Act. In-lieu Parkland fees that are utilized by the City are required to be used for the development and acquisition of park facilities. Moreover, in compliance with the City's Municipal Code Chapter 3.34, residential projects would pay the City's Regional Park, Multipurpose Trail and Open Space and Open Space Facility Fee, which would ensure that improvements to the City's regional parks, multipurpose trail and open space facilities would occur. Further, the Project would provide active and passive recreational facilities on site, further reducing the frequency of future employees and visitors using the City's existing off-site parks. Other cumulative developments in the local area that involve residential uses would be required to comply with the City's Municipal Code, Chapter 3.34 and Section 16.66 to accommodate the City's anticipated population growth. As such, the Project's contribution to such effects would be de minimis and would be less than significant on both a direct and cumulative basis.

The City currently meets its target park ratio of 5 acres of parkland per 1,000 residents. As shown in DEIR Table 4.14-5, *Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont*, the City's General Plan projects a population of 131,949 by 2040. As concluded in the City's General Plan Draft Environmental Impact Report (DEIR), based on the projected population of 131,949, which results in an increase of approximately 82,699 persons, a total of 415 new acres of parkland would be required. With the existing 343.4 acres of parkland and approximately 10,252 acres of open space projected in the City's General Plan, the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts. and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies, and implementation measures, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities would be less than significant (City of Beaumont, 2020b, pp. 5.15-18). Therefore, the construction or expansion of recreational facilities would not be required and cumulative impacts would be less than significant. (DEIR, pp. 4.16-7 to 4.16-8)

3.16 TRANSPORTATION

Project impacts for CEQA Transportation Thresholds a, c, and d do not result in significant impacts and findings are discussed below.

3.16.1 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure the implementation of the mandated RRs.

RR 17-1 Prior to issuance of any building permits, the Project Applicant shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the City of Beaumont Development Impact Fee (DIF).

RR 17-2 Prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Beaumont shall approve, a temporary traffic control plan for construction. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.

3.16.2 THRESHOLD A

Impact Statement: The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.17.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

SCAG's 2020-2045 RTP/SCS

The fundamental goals of SCAG's 2020-2045 RTP/SCS are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. DEIR Section 4.11, *Land Use and Planning*, Table 4.11-2, shows Project consistency with the following goals related to transportation.

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

- Goal 4: Increase person and goods movement and travel choices within the transportation system.

- Goal 7: Adapt to changing climate and support an integrated regional development pattern and transportation network.

- Goal 8: Leverage new transportation technologies and data driven solutions that result in more efficient travel.

The City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. 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. Implementation of the Project would be consistent with the goals and policies of SCAG's regional transportation planning program and would not conflict with SCAG's ability to implement the regional strategies outlined in the 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

City of Beaumont General Plan Mobility Element

DEIR Table 4.17-1, General Plan Applicability Analysis, provides an analysis of the Project's consistency with applicable General Plan policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, payment of TUMF and DIF fees and fair share improvements would ensure that traffic congestion and acceptable peak hours operations at intersections affected by the Project would remain acceptable and consistent with applicable General Plan policies. 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. (DEIR, pp. 4.17-10 to 4.17-14)

3.16.3 THRESHOLD C

Impact Statement: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.17.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

- ❑ **Substantial Evidence**

Project Access

Driveways and access point locations, as shown in the Specific Plan, are conceptual until approved by the City Engineer and shall conform to the City's standard intersection and access spacing, based upon the street's classification. Additionally, specific design criteria have been established to address the needs of pick-up, delivery, and service vehicles related to Industrial uses, as follows:

- Design interior driveways and drive aisles to provide adequate stacking and prevent queuing of vehicles on public streets.
- Locate and design service entrances so they do not interfere with owner/tenant/customer access.
- Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.
- Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.
- Vehicle loading/unloading when parked, shall not impede normal traffic flow.

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. Access to the Project's proposed industrial and commercial uses would be separated to allow for safe access for visitors to the Project's commercial uses. Jack Rabbit Trail provides access to PAs 1 and 2; however, Jack Rabbit Trail will not provide non-emergency access to the SR-60 Freeway but will provide gated emergency access only to SR-60. Primary access to the Industrial PAs 3 through 8 is provided via 4th Street along the south, with Industrial Way providing secondary access along the north. The City reviewed the Project's application materials 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.

Freeway Off-Ramp Queuing

A project would result in a significant impact, if it would substantially increase hazards due to a geometric design feature or incompatible use, and CEQA does not include freeway off-ramp queuing within these categories. However, for informational purposes only, a queuing analysis was performed for the off-ramps at the I-10 Freeway at Oak Valley Parkway and Beaumont Avenue interchanges to assess whether vehicle queues for the off ramps may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline.

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project (Phase 1), Project (Phase 2), and Project Buildout traffic.

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2023), Opening Year (2025), and Opening Year (2027), Without Project and With Project traffic conditions.

The following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2045) Without Project and With Project traffic conditions:

- I-10 Eastbound Ramps & Oak Valley Parkway (#7), Southbound shared left-through-right turn lane – AM and PM peak hours; and

- I-10 Westbound Ramps & Oak Valley Parkway (#8), Northbound shared left-through-right turn lane – PM peak hour only

Although queue lengths could increase in the Horizon Year, such queuing is consistent with general freeway conditions throughout the region and would not substantially increase hazards due to geometric design features or incompatible uses. Additionally, queuing issues at these locations would occur in 2045 without the Project. Therefore, the Project would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be less than significant.

3.16.4 THRESHOLD D

Impact Statement: The Project would not result in inadequate emergency access.

❑ Findings

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.17.7 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ Substantial Evidence

The Specific Plan includes a detailed Circulation Plan to ensure efficient access to and within the Project site. Jack Rabbit Trail forms the Project site's eastern boundary and connects to Industrial Way at the northeast corner and with 4th Street at the southeast corner of the Project site. Local access to the Project site would be provided from the future extension of 4th Street from Jack Rabbit Trail to Potrero Boulevard currently under construction as part of the Hidden Canyon Industrial Park project located immediately to the east to the Project. 4th Street between Jack Rabbit Trail and Potrero Boulevard is being constructed across the Hidden Canyon Industrial Park site as an industrial collector with a 78-foot right-of-way and 56-feet curb-to-curb. Upon construction of the Project, access from the Project site to the SR-60 via Jack Rabbit Trail would be restricted, with the northerly portion of

Jack Rabbit Trail to the SR-60/Jack Rabbit Trail interchange utilized as secondary emergency egress (and fire and emergency vehicle ingress) only. Jack Rabbit Trail provides access to PAs 1 and 2, however, Jack Rabbit Trail will provide gated emergency access only to SR-60. Specifically, the Project will install emergency access gates on Jack Rabbit Trail just south of the CalTrans right-of-way upon construction of alternative temporary access to Hoy Ranch from 4th Street and installation of a temporary connection from 4th Street to Jack Rabbit Trail south of the development area of the Property. The emergency access gates shall be installed prior to the issuance of the first Certificate of Occupancy in Phase 1. Primary access to the Industrial PAs 3 through 8 is provided by 4th Street along the south, with Industrial Way providing secondary access along the north. Industrial Way connects with 4th Street at the south side of PA 8, assuring a loop road for both firefighting and evacuation. Entertainment Way also provides access to PAs 3 and 4 along their western edges. Entertainment Way demarcates the change in land use between the Industrial uses in PAs 3 through 8, and "The Experience at Beaumont Pointe" commercial areas in PAs 1 and 2, while connecting Jack Rabbit Trail and 4th Street.

To provide emergency secondary access to each phase of development, 40-foot wide Interim Fire Access Loop Connections will be constructed between PAs 4 and 5 for Phase 1 (PA 1, 2, 3 and 4), between PAs 6 and 7 for Phase 2 (PAs 5 and 6), and a permanent Fire Lane Loop (Industrial Way) will be constructed around the perimeter of PA 8 as part of Phase 3. Interim Fire Access Loop Connections will be eliminated by being incorporated into the parking areas for the PA in which each is located upon installation of either: additional Interim Fire Access Loop Connections or completion of the Industrial Way connection to 4th Street.

The City evaluated the Project's design, including but not limited to proposed driveway locations and parking lot/drive aisle configuration, to ensure that adequate access would be provided for emergency vehicles at all phases of Project development. The Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way.

In addition, the Project would comply with fire safety requirements and standards of the Riverside County Fire Department, including fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems. This would ensure that the Project is designed and constructed to provide adequate emergency access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant. (DEIR, pp. 4.17-19 to 4.17-20)

3.16.5 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to transportation (conflict with a program, plan, ordinance or policy addressing the circulation system; increase hazards; inadequate emergency access).

❑ **Findings**

Potential cumulative transportation impacts of the Project related to conflicts with a program, plan, ordinance or policy addressing the circulation system; increase in hazards; and inadequate emergency access are discussed in detail in Section 4.17.8 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to these topics; therefore, no mitigation is required.

❑ **Substantial Evidence**

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 RTP/SCS 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.

Based on the review of the Project Site driveways and the informational queuing analysis outlined above, under Threshold c, no safety concerns relating to geometric design of the Project Site access points would occur. Therefore, impacts are not considered to be cumulatively considerable and no significant cumulative impact would occur.

As discussed under Threshold d above, the Project would not result in inadequate emergency access. Therefore, the Project would not cumulatively contribute to inadequate emergency access, and no cumulative impact would occur. (DEIR, pp. 4.17-20 to 4.17-21)

3.17 UTILITIES AND SERVICE SYSTEMS

Project impacts for CEQA Utilities and Service Systems Thresholds a through e do not result in significant impacts and findings are discussed below.

3.17.1 THRESHOLD A

Impact Statement: The Project would not 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.

❑ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.19.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

- **Substantial Evidence**

Water Facilities

Water service to the Project site would be provided by BCVWD. Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial and commercial process systems.

The Project is anticipated to increase water demand in the Project site by 196.7 acre-feet per year (AFY; 175,584 gpd) of which 85.2 AFY is outdoor, non-potable use (BCVWD, 2021). Based on the Project-specific WSA prepared for the Project, BCVWD forecasts that it will have sufficient water supplies to meet estimated water demands from Project buildout. Water supply is discussed in detail under Threshold b, below.

The Project site is within BCVWD's 2650 Pressure Zone (PZ). The development of the Project would require construction of new water distribution lines within the Project site's development footprint. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use. These new water distribution lines would connect to existing facilities that are located within the Project area and within adjacent roadways.

The proposed system includes the following facilities: on-site dual potable water lines to create a connection between the 2650 Pressure Zone and 2750 Pressure Zone within the Specific Plan, along with an optional 1.2 MG tank which allows for 960,000 gallons (usable storage). The Project proposes to extend the dual 16-inch potable water lines from the Hidden Canyon development located 350 feet east of the Project site in 4th Street in the existing right of way to create a hydraulic loop around the development area. The northern potable water line in the northern side of 4th Street, Entertainment Way, and Industrial Way is the primary potable water supply to the Project site from the 5-MG Hannon Tank (2650 PZ). The southern potable water line in the southern side of 4th Street is an emergency potable water supply from the future 2750-2650 Pressure-Reducing Valve Station (PRV Station) located along 4th Street. The dual potable water lines in 4th Street connect to the existing dual lines and off-site check valve located within 4th Street at Project's eastern boundary. The two potable water lines along with an off-site check valve allow for back-feeding (flushing) of the 2650 PZ from the 2750-2650 PRV Station, provide redundant daily and emergency service from the 2750 PZ, reduce the potential for stagnant water quality issues, and allow for a future 2650 PZ tank south of CA-60 Freeway to back-feed the 2650 PZ.

Additionally, the Project would construct an on-site recycled water system supplied by BCVWD. Recycled water will be used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street, 350 feet east of the Project site in the existing right of way. Additionally, a proposed 8-inch water line would branch off from the 14-inch

main line within 4th Street and extend between PAs 7 and 8 to provide irrigation water to the portion of PA 9 on the north side of the Project site.

Wastewater and Wastewater Treatment Facilities

The Project is anticipated to have a wastewater generation rate of 0.26 million gallons of wastewater per day. The Project would construct a wastewater conveyance system to service the Project site and connect to the City's sanitary system. The Project proposes to utilize 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the Project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and PA 6. Flows from the lift station would then be conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and 4th Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the Project site. The on-site lift station will be designed to the Project's ultimate capacity with no interim condition except potential pump quantity.

Beyond the point of connection, the existing 12-inch gravity line continues to the east within 4th Street, downstream approximately 2,500 feet, where it would connect to the existing Hidden Canyon lift station (also known as the Beaumont Crossroads Lift Station). From there, the existing 6" and 16" force mains within 4th Street continue conveyance.

Although there is some capacity remaining that can be utilized for the Project, buildout of the Project will require improvements at the Hidden Canyon Lift Station. Such improvements will consist of installing a new larger below ground precast wet well sized for the full buildout flows of the service area, upsizing the pumps to handle the increased flows and associated electrical and mechanical improvements. The construction of the new onsite sewer lift station and the improvements to the existing Beaumont Crossroads Lift Station shall be completed prior to the issuance of any Certificate of Occupancy for any of the project buildings.

The precise alignments and sizing of sewer facilities will be determined at the Plot Plan, Conditional Use Permit, and/or final map stages of Specific Plan implementation. As shown on Figure 3-11, *Conceptual Sewer Plan*, the Project provides the following sewer improvements:

- Proposed 8-inch Dual Sewer Force Main within Industrial Way through Entertainment Way to Jack Rabbit Trail to the point of connection at 4th Street.

- Connection to the proposed 12-inch gravity sewer main within 4th Street, 350 feet east of the Project site.

- Proposed 8-inch gravity sewer lines within Industrial Way.

- Lift Station in PA 5.

- Point of connection at 4th Street east of Jack Rabbit Trail.

The Project's proposed wastewater facilities, including the on-site sewer lift station, would be sized only to accommodate the wastewater generated by the Project. No new or expanded off-site sewer lines are anticipated to serve the Project.

The 0.26 mgd of wastewater generated by the Project would be treated at the Beaumont Wastewater Treatment Plant No. 1, which currently has the upgraded capacity to treat 6.0 mgd of effluent. The Project's anticipated wastewater generation represents approximately 4% of the treatment capacity for the Beaumont Wastewater Treatment Plant No. 1. The Beaumont Wastewater Treatment Plant No. 1 has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Beaumont Wastewater Treatment Plant No. 1 is anticipated to adequately treat flows generated over the next 20 years. No new or expanded wastewater treatment facilities not already planned would be required. Impacts would be less than significant.

Stormwater Drainage Facilities

The Project would increase the amount of impervious surface within the Project site, and the Project would construct an on-site storm drain system. The Project's proposed storm drain system would consist of catch basins, grated inlets, storm drainpipes with sizing varying from 18-inches to 48-inches, and four detention basins, each of which provides stormwater treatment and peak flow mitigation for each of the respective tributaries. On-site and some off-site flows would be conveyed within the proposed streets to a series of catch basin and stormwater lines which direct flows to the four on-site detention basins. Detention basins are planned within PAs 4, 5, 6, and 8. The Project's flood protection facilities would be designed in accordance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) with adequate access easements and facilities provided.

The Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows to accept 100-year, 1-hour storm events from the Project site underdeveloped conditions. The Project's stormwater will flow to the existing culverts, drain to San Timeteo Creek Reach 3, then into the Santa Ana River, and ultimately discharge into the Pacific Ocean. No new or expanded off-site storm drain facilities are required to accommodate runoff from the Project site beyond that proposed as part of the Project.

Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)

Construction of the Project would require connections to existing electricity, natural gas, and telecommunication facilities 350 feet east of the Project site in 4th Street in the existing right-of-way. The Project would be served in accordance with the State of California's Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission tariffs. As discussed in DEIR Section 4.6, *Energy*, Project operations will result in the total annual demand of 53,857,582 kBTU of natural gas and 25,747,206 kWh of electricity. Twenty percent of the Project's electricity demand will be met by rooftop solar as indicated in DEIR Table 4.8-6. By comparison, approximately 23 billion BTU of natural gas is consumed in California annually based on the California daily petroleum consumption estimate of approximately 64.1 billion BTU per day. Similarly, approximately 3,717,674 GWh of electricity is consumed in California annually based on the California daily electricity consumption estimate of approximately 10,185 GWh per day. Therefore, the Project's natural gas and electricity

consumption would be 0.0002% and conservatively would be 0.0007% of the State's consumption in 2020, respectively. According to the County of Riverside Climate Action Plan, in 2017 the County consumed 89,469,089 therms of natural gas and 2.9 billion kWh of electricity. Therefore, the Project's natural gas and electricity consumption would be 28.78% and 0.89% of the County's consumption in 2017, respectively, and no new or expanded off-site dry utilities are required to serve the Project.

Environmental Impacts from Utility and Infrastructure Systems

Domestic and recycled water infrastructure, sewer lines, lift station, storm drain infrastructure, and dry utilities would be installed in compliance with the requirements of the respective utility providers, and consistent with final plans approved by the utility providers. Construction activities associated with the proposed utility infrastructure would be within the Project's construction impact area and within the 4th Street right of way 350 feet east of the Project site as shown in Figure 3-7, in Section 3.0, *Project Description*, of the DEIR. The installation of the proposed infrastructure improvements would result in physical environmental impacts; however, these impacts have been included in the analyses of construction-related effects presented throughout the DEIR, (e.g., air quality impacts, impacts to biological and cultural resources, water quality impacts, and noise and vibration impacts, etc.). Any applicable Project-specific mitigation measures for construction identified for each topical issue would address potential significant impacts associated with construction and installation of utilities. Therefore, through consistent implementation of a variety of measures related to construction impacts, no additional impacts related to construction and operation of utility systems would occur. Impacts would be less than significant. (DEIR, pp. 4.19-19 to 4.19-22)

3.17.2 THRESHOLD B

Impact Statement: The Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.19.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ Substantial Evidence

The Project site will be annexed into the service area for the BCVWD and the BCVWD is the operator of the public water system that would provide potable water service to the Project site. Due to the total building area (over 500,000 s.f. of floor space) permitted by the Beaumont Point Specific Plan, the Project's water demand is required to be evaluated in a WSA, in accordance with Section 10912 of the California Water Code. A WSA and Amendment #1 WSA was prepared by Charles Marr Consulting and Pacific Advanced Civil Engineering, Inc. (CMC & PACE) for BCVWD to determine whether the Project's water demand was adequately accounted for in the 2015 and 2020 BCVWD UWMPs and if the Project's water demand could have a significant impact on projected water supplies and resources. The results of the WSA are summarized below.

According to the Project-specific WSA, the City's General Plan anticipated that the Project site would be developed with land use with a density of 2,000 equivalent dwelling units (EDUs) and have a water demand of 1,092 AFY, which was included in BCVWD's 2015 UWMP. The 2015 BCVWD UWMP concluded that BCVWD had adequate existing and planned water supplies to serve the Project site, existing commitments, and future commitments. The Project's new proposed land uses for the Project site estimates a new density equivalent to 360 EDUs, representing a site density reduction of 82%, and an estimated water demand of 197 AFY of which, 85.2 AFY (approximately 43%) would be used for outdoor, non-potable irrigation purposes.

In September 2021, four months after approval of the WSA, the BCVWD Board of Directors approved the 2020 UWMP, updating BCVWD's 2015 UWMP to be in compliance with State law. Specific to the Project, the 2020 UWMP incorporates the specific change in land use from residential to commercial, reducing the total water demand for the Project from 2,000 EDUs to 360.26 EDUs, a reduction of 82%. Additionally, the 2020 UMWP further defines BCVWD's and City's commitment to using non-potable water, available from the City's upgraded Title 22 recycled water treatment plant and shallow aquifer wells, which are not suitable for direct potable water supply. This is consistent with the approved WSA, which indicated 43.31% of the total demand could be supplied by BCVWD's non-potable water system. This further reduces Project's imported and local groundwater (potable) demand, from 360.26 EDUs to 204.21 EDUs. Therefore, the Project's water demand is accounted for in the 2020 UWMP (BCVWD, 2021).

Water Code Section 10910 (c)(3) states that if the projected water demand associated with the proposed project was accounted for in the most recently adopted UWMP, the public water system may incorporate information from that plan in preparing the WSA. The BCVWD 2020 UWMP includes the Project water demands and indicates that the District can meet its service area's water supply requirements under normal, single, and multiple consecutive dry years. Therefore, the WSA concludes that BCVWD has sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years through 2045 and impacts would be less than significant.

Additionally, the Riverside County Fire Department (RCFD) has a fire flow requirement of 4,000 gallons per minute (gpm) for 4 hours for the Project. As identified in the WSA, the backbone transmission system in the main pressure zones consists primarily of 24-inch pipes with some 30-inch pipeline leading to some reservoirs. The bulk of the backbone transmission and distribution pipe is ductile iron with cement mortar lining, installed in the last 10 to 15 years. Small, older distribution lines in the system are gradually being replaced over time with minimum 8-inch ductile iron pipe. The WSA concluded that the system can provide over 4,000 gpm fire flow; therefore, impacts would be less than significant. (DEIR, pp. 4.19-22 to 4.19-23)

3.17.3 THRESHOLD C

Impact Statement: The Project would 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.

❑ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.19.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ **Substantial Evidence**

As previously discussed, the City controls and manages its sewer collection, conveyance, and treatment system. 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 Plant No. 1 has an excess capacity of 0.9 mgd. As discussed under Threshold a of this section, the Project is estimated to generate 0.26 mgd of wastewater requiring treatment. Therefore, the Beaumont Wastewater Treatment Plant No. 1 has sufficient excess capacity to treat Project-generated wastewater. In November 2020, the City completed its upgrading and expanding of the Beaumont Wastewater Treatment Plant No. 1 capacity, which increases 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. (DEIR, p. 4.19-23 to 4.19-24)

3.17.4 THRESHOLD D

Impact Statement: The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

❑ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.19.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ **Substantial Evidence**

Construction Impacts

During the Project's construction phases, various types of construction-related waste, primarily consisting of discarded materials and packaging. Based on the anticipated building square footage of 5,331,000 s.f.[4] and the US EPA's construction waste generation factor of 4.34 pounds (lbs.) per s.f. of non-residential uses, approximately 11,568[5] tons of waste would be generated during the building construction phase (EPA, 2009, p. 10). The Project's building construction is reasonably expected to occur over a period of approximately 53 months, or 1,586 days (see Table 3-4), which corresponds to

[4] 246,000 s.f. (General Commercial) + 4,995,000 s.f. (Industrial) + 90,000 s.f. (125-room hotel) = 5,331,000 s.f.
[5] (5,331,000 s.f. x 4.34. lbs/s.f.) x (1 ton/2,000lbs) = ~11,568 tons

approximately 7.3 tons[6] of construction waste generated per day during the building construction phase. Additional waste would be expected from infrastructure installation and other Project-related construction activities.

The California Green Building Standards (CalGreen) Code, which has been adopted by the City's Municipal Code (Chapter 15.22, Green Building Standards Code), requires that at least 65% of construction debris be diverted from landfills through recycling, reuse, and/or salvage. Non-recyclable demolition debris and construction waste generated by the Project would be disposed at the Lamb Canyon Landfill, which has a permitted tonnage of 5,000 tpd, plus 500 tpd for beneficial reuse, and has 19,242,950 cy of capacity remaining as of January 2015. Therefore, it is anticipated that the Project would require 2.6 tons[7] of solid waste to be disposed of at a landfill per day, which represents approximately 0.05%[8] of the permitted capacity at the Lamb Canyon Landfill. The remaining 4.7 tons of solid waste would be recycled, reused, and/or salvaged pursuant to CalGreen and the City's Municipal Code Chapter 15.22. As such, the disposal of construction-related solid waste associated with the Project is not anticipated to exceed the permitted capacity of the Lamb Canyon Landfill and impacts would be less than significant.

Operational Impacts

Based on a daily waste generation factor of 10.8 tons of solid waste annually per 1,000 square feet of industrial building area, identified in the City's General Plan EIR, long-term operation of the Project's industrial buildings would generate approximately 53,946 tons of solid waste per year. Additionally, based on a daily waste generation factor of 2.4 tons of solid waste annually per 1,000 square feet of commercial building area, identified in the City's General Plan, long-term operation of the Project's commercial buildings would generate approximately 806 tons[9] of solid waste per year. The Project is estimated to generate a total of 54,752 tons of solid waste per year or approximately 150 tons of solid waste per day, which represents approximately 3% of the Lamb Canyon Landfill maximum daily capacity and 3.1% of the Badlands Landfill maximum daily capacity. Additionally, the Project would be required to comply Assembly Bill 341, which requires all commercial businesses that generate 4 cubic yards or more of waste per week to have a recycling program in place. The goal is to divert 75% of California's waste stream towards recycling and away from the landfill. Waste Management, Inc. has programs in place to support commercial customer's compliance with AB 241.

As previously discussed, the City is within the service area of the Lamb Canyon Landfill and a majority of the waste generated by the City is taken to the Lamb Canyon Landfill. However, waste generated within the City is also taken to other Riverside County landfills, as well as various landfills throughout the State. Disposal of the municipal waste generated within the City is ultimately the responsibility of Riverside County, and as such, the County directs municipal wastes to any available disposal sites. This could be accomplished through direct transport to an alternative landfill, or through the construction and operation of a transfer facility. Waste generated under buildout conditions will be

[6] 11,568 tons/1,586 days = ~7.3 tons/day
[7] 7.3 tons x 0.35 = ~ 2.6 tons
[8] (2.6 tons/5,000 tons) x 100 = 0.05%
[9] (2.4 tons/1000) x 336,000 s.f. (246,000 s.f. [General Commercial] + 90,000 s.f. [125-room hotel]) = 806.4 tons

directed to landfills with available capacity, as determined by the County. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan (City of Beaumont, 2020b, pp. 5.18-36). As previously discussed, Riverside County's active landfills currently have adequate capacity to serve the Project. Therefore, the implementation of the Project is not anticipated to exceed the capacities of existing landfill facilities and impacts would be less than significant. (DEIR, pp. 4.19-24 to 4.19-25)

3.17.5 THRESHOLD E

Impact Statement: The Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

❑ Findings

Potential impacts of the Project related to Threshold e are discussed in detail in Section 4.19.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

❑ Substantial Evidence

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991.

Additionally, the Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 and Solid Waste Disposal Measurement Act of 2008. State law requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 was established to make the process of goal measurement (as established by California Integrated Waste Management Act of 1989) simpler, timelier, and more accurate. The Solid Waste Disposal Measurement Act of 2008 builds on California Integrated Waste Management Act of 1989 compliance requirements by implementing a simplified measure of jurisdictions' performance. The Solid Waste Disposal Measurement Act of 2008 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. In 2019 (the last year data was approved), the City implemented 41 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, special waste materials, and transformation (biomass)

(CalRecycle, 2019a). Building operators would be required to participate in the City's recycling programs and comply with hazardous waste disposal regulations. The City had an average disposal rate of 4.8 pounds per resident per day and 33.2 pounds per employee per day in 2019. These disposal rates are less than the established disposal rate targets for the City (9.7 pounds per resident per day and 42.1 pounds per employee per day) (CalRecycle, 2019b). Therefore, resident- and employee-generated solid waste being diverted to landfills is less than anticipated for the City, and the City is in compliance with solid waste management regulations. The Project would be required to coordinate with Waste Management, Inc., the waste hauler, to develop collection of recyclable material for the Project on a common schedule as set forth in applicable local, regional, and state programs. Recyclable materials that could be recycled by the Project include paper products, glass, aluminum, and plastic. Future tenants of the Project would comply with the solid waste management regulations by mandatory participation in the City's recycling programs and with hazardous waste disposal regulations.

Hazardous waste generated during construction would be disposed of per existing legal requirements. Similarly, hazardous materials used during the construction and operation of the warehouse uses, including maintenance activities, would be disposed of in compliance with applicable regulations. Further, as discussed above, solid waste generated during construction activities would adhere to the diversion requirements outlined in the CalGreen Code and would exceed the required 65% diversion rate. The Project would participate in established programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

As such, the Project would not conflict with any federal, State, or local regulations related to solid waste management. Therefore, no impacts related to compliance with solid waste statutes would occur, and no mitigation is required. (DEIR, pp. 4.19-25 to 4.19-27)

3.17.6 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to utilities and service systems.

❑ Findings

Potential cumulative impacts of the Project related to utilities and service systems are discussed in detail in Section 4.19.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to utilities and service systems; therefore, no mitigation is required.

❑ Substantial Evidence

This cumulative impact analysis considers development of the Project site in conjunction with other development projects and planned development within the service area for the respective utility that provides utilities for, or the service area for specific facilities (e.g., wastewater treatment facilities) that serve the Project.

As with the Project, each individual related development project would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve the project. Each individual development project is subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service (at the time of need). Therefore, the Project impacts would not contribute to a significant cumulative impact associated with construction of utility infrastructure or provision of utility services.

The Project involves a General Plan Amendment, Specific Plan, Pre-Zone, Vesting Tentative Parcel Map, and Development Agreement to develop the Project site with industrial, commercial, open space, and open space – conservation uses. The Project site was previously planned with a different proposed land use -- density of 2,000 EDUs with an estimated water demand of 1,092 AFY, which was included in BCVWD's UWMP. With the approval of the Project's proposed discretionary approvals, the Project would reduce the density of EDUs from 2,000 EDUs to 360 EDUs and reduce the estimated water demand from 1,092 AFY to 197 AFY, a substantial reduction. According to the Project-specific WSA, the BCVWD has sufficient potable water supplies to meet existing and future demands through the year 2040 under normal, single-dry, and multiple dry years. As such, the Project would not contribute to a cumulatively considerable impact on water supply.

The Beaumont Wastewater Treatment Plant No. 1 has an existing capacity of 6.0 mgd and is poised to meet current and future demands of the City. As such, there is adequate existing and proposed capacity to provide wastewater treatment for the Project and cumulative development. Therefore, the Project would not result in a significant cumulative impact on wastewater treatment facilities.

The City, including the Project site and cumulative development, is within the service area of the Lamb Canyon Landfill and a majority of the City's solid waste is disposed of at the Lamb Canyon Landfill. The remaining portions of the City's solid waste are disposed of at landfills with adequate capacity throughout Riverside County and surrounding counties within the State. The solid waste generated by construction and operation of the Project would represent nominal portions of daily disposal capacities at existing landfill facilities. The existing landfill facilities have sufficient daily capacity to handle solid waste during the Project's construction and operation and would not directly result in the need for expanded solid waste disposal facilities.

As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. (City of Beaumont, 2020b, pp. 5.18-36) Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, the Project would not have a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal. (DEIR, pp. 4.19-27 to 4.19-28)

3.18 WILDFIRE

Project impacts for CEQA Wildfire Thresholds a through d do not result in significant impacts and findings are discussed below.

3.18.1 THRESHOLD A

Impact Statement: The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.20.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

❑ Substantial Evidence

As stated above, the Project site is located within a High and Very High Fire Hazard Severity Zone (VHFHSZ) and within a State responsibility area (SRA) as designated by the Riverside County General Plan and CalFire (see DEIR Figure 4.20-1a, *Fire Hazard Severity Zone*). Adjacent to the Project site, within the City's jurisdictional boundary, the land is primarily designated as a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) local responsibility area (LRA). Adoption of CALFire's new fire hazard zone maps would not change the findings in the Fire Protection Plan (*Technical Appendix M1*), which was planned and prepared for the Project as if it was entirely within the VHFHSZ. After being annexed to the City, it is possible that the Project site could be re-designated as LRA in a future update of CALFIRE's Hazard Severity Zone (RCIT, 2021; CalFire, 2021; Dudek, 2022).

The Project site does not currently contain any emergency facilities nor does it serve as an emergency evacuation route. During an emergency in the City, operations are coordinated from the City's Emergency Operations Center (EOC) in accordance with the City's Emergency Operations Plan (EOP). The primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. Additionally, according to the City's General Plan Safety Element, the City has major evacuation routes which include I-10 and SR-60 as well as several major roadways. The following existing major roadways are emergency evacuation routes: Brookside Avenue, Oak Valley Parkway, Highland Spring Avenue, and Beaumont Avenue. It should be noted that an interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. Additionally, SR-60, immediately north of the Project site, serves as an evacuation route for the City. Following the completion of the extension, Potrero Boulevard will be designated as an evacuation route (City of Beaumont, 2020a).

Primary access to the Project site is currently provided by Jack Rabbit Trail with immediate access from/to SR-60, and this route will be restricted to providing emergency access only after the Project is constructed. The Project will build an internal "Jack Rabbit Trail" road which will connect to the

existing Jack Rabbit Trail at the southern edge of the Caltrans right-of-way in its current location. The emergency-access-only gate will be located immediately south of the Caltrans right-of-way where the new Jack Rabbit Trail connects with the existing Jack Rabbit Trail. The gate is proposed to limit access to Jack Rabbit Trail for fire and emergency access only but will not represent an obstructed roadway as there will be various RCFD-approved remote and on-site methods for opening the gate in an emergency (e.g., for egress during an evacuation), including fitment with sensors, remote opening via cell technology, 3rd party monitoring and gate control (24/7 security company, or others as preferred by RCFD). 4th Street will be extended into the Project site and will serve as the primary access (78 feet wide) and designed to meet fire department access requirements including approved provisions for fire apparatus turnaround. In addition, according to the Fire Protection Plan (DEIR, Attachment C) prepared for the Project, on-site construction will comply with the following requirements from the Road Circulation and Design Guidelines:

- All roads will comply with access road standards of not less than 24 feet, unobstructed width and capable of supporting an imposed load of at least 75,000 pounds.
- Interior circulation streets and parking lot roadways that are considered roadways for traffic flow through the Project site will meet fire department access requirements when serving the proposed structures.
- Typical, interior Project roads, including collector and local roads, will be constructed to minimum 24-foot, unobstructed widths and shall be improved with aggregate cement or asphalt paving materials.
- Private or public streets that provide fire apparatus access to buildings three stories or more in height shall be improved to 30 feet unobstructed width.
- Private and public streets for each phase shall meet all Project approved fire code requirements, paving, and fuel management prior to combustible materials being brought to the Project site.
- Vertical clearance of vegetation (lowest-hanging tree limbs), along roadways will be maintained at clearances of 13 feet, 6 inches to allow fire apparatus passage.
- Cul-de-sacs and fire apparatus turnarounds will meet requirements and RCFD Fire Prevention Standards.
- Any roads that have traffic lights shall have approved traffic pre-emption devices (Opticom) compatible with devices on the Fire Apparatus.
- Roadways and/or driveways will provide fire department access to within 150 feet of all portions of the exterior walls of the first floor of each structure.

- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths will not be installed or allowed to remain on roadways.

- Access roads shall be usable by fire apparatus to the approval of RCFD prior to lumber drop on site. Developer will provide information illustrating the new roads, in a format acceptable to the RCFD for updating of Fire Department response maps.

During Project construction, travel lanes to Jack Rabbit Trail and SR-60 would be maintained until alterative roadway access is constructed, and construction materials and equipment would be staged on site. The Project is not anticipated to result in a substantial alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. No impacts would occur.

Under operational conditions, the Project would be required, by Riverside County Ordinance No. 348, Section 21.32a, *Emergency Access*, to maintain adequate emergency access for emergency vehicles on site. The Project provides for two avenues of egress in the event of an emergency, with primary access provided at 4th Street and emergency access provided via the Jack Rabbit Trail interchange with SR-60. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or evacuation plan. Additionally, as part of the City's discretionary review process, the City reviewed the Project's application materials to ensure that the design of the Project would meet City requirements, appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area. Station 66 would respond within approximately 7 minutes to the Project's entrance and Station 20 would respond within approximately 9 minutes (Dudek, 2022, p. 35).

The Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand (Dudek, 2022). Furthermore, it should be noted that the Project would be required by City Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

The Project will maintain a conservative approach to fire safety, including maintaining the landscape and structural components according to the standards described above and embracing a "Ready, Set, Go!" stance on evacuation.

The time to evacuate under multiple scenarios was calculated via traffic simulations. DEIR Table 4.20-1, *Evacuation Time Summary*, displays the calculated evacuation roadway capacity and the time it would take to evacuate for the Project and surrounding land uses for 17 different scenarios. DEIR Figure 4.20-2, *Evacuation Routes*, displays the evacuation route as well as the location of the emergency exit gate.

During a Project evacuation, law enforcement would shut down traffic along SR-60 to prevent people from entering an active wildfire area, diverting traffic away from the evacuation area, as well as to keep it open to evacuees who may be in harm's way during mass evacuation scenarios. Evacuees from the Project would need to travel along both or one of the adjacent evacuation routes, SR-60 or West 4th Street, to reach more urban landscapes and the travel way is hardened (low fuel loading, converted landscapes, developed ignition resistant buildings and hardscape on both sides) and exposure during an evacuation would be limited. Currently, there is no population relying on the emergency egress points at Jack Rabbit Trail and SR-60 or 4th Street. However, future development (Hidden Canyon Industrial Park) would use these routes for evacuation during some wildfire scenarios. In the scenario where Hidden Canyon evacuates simultaneously with the Project, evacuation of the Project site and Hidden Canyon is possible in all modeled scenarios; therefore, the Project would not substantially impair an emergency evacuation plan (CRA Mobility, 2022). Details of each scenario are found in the Project's evacuation analysis (DEIR *Technical Appendix M2*). According to the Project's evacuation analysis, the Project site can be safely evacuated under the worst-case scenarios:

1) When the Project site and Hidden Canyon are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 3 hours and 36 minutes using SR-60 only, 3 hours and 32 minutes using 4th Street only, or 2 hours and 1 minute when using all evacuation routes are available (Scenarios 13-15).

2) When the Project site, Hidden Canyon Industrial Park, and Olive Wood are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 2 hours 4 minutes when all evacuation routes are available (Scenario 17).

These scenarios will require additional emergency management pre-planning and "in the field" determinations of when evacuations are needed and how they are phased to maximize efficiency. However, the current evacuation time for the surrounding communities ranges from 27 minutes to 35 minutes (Scenarios 10 and 16), adding the maximum number of vehicles from the Project site increases the evacuation time between 16 minutes and 26 minutes.

In the event that the time to evacuate is considered too long to evacuate safely by police and fire personnel in the field at the time of the evacuation event, then Project site employees and visitors can be ordered not to evacuate and to shelter-in-place in the specific locations that were constructed to allow for safe sheltering in place. In accordance with the Fire Protection Plan, a shelter-in-place plan will be prepared and provided to all on-site personnel outlining the actions to take if a shelter-in-place notification is provided by emergency management sources. The project buildings will be constructed of concrete which is non- combustible and highly resistant to heat. Because of the concrete/ignition resistant construction, fuel modification zone setbacks and the type of lower fire intensity vegetative fuels in the vicinity of the site, sheltering in place is considered to be a safe option if a fast-moving wildfire precludes complete evacuation of the Project site. The City has adopted the Emergency Operations Plan and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Emergency responders will utilize this plan to determine

whether the Project's visitors and employees should shelter-in-place or evacuate under an emergency scenario.

Evacuations are fluid events and evacuation timeframes may vary widely, depending on a variety of factors including the number of vehicles evacuating, the road capacity to move those vehicles, employee or patrons' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. Because there are no standards for determining whether an evacuation timeframe is appropriate, deferring to actual evacuation results and similar project analysis is a typical approach. In the case of historical wildfire evacuations in Riverside County, there are several notable examples that indicate the extremely high success rate for evacuating large numbers of people and doing so in a managed and strategic way through the available technological innovations available to emergency managers. While large-scale evacuations may take several hours or more and require moving people long distances to designated areas, the success rate in Riverside County is nearly 100% safe evacuations. Comparing similar project analysis indicates that it is common to increase evacuation times when new communities are built and the increase in time can be 45 minutes or more based on lack of road capacity to absorb and facilitate movement of the additional vehicles. However, as indicated above, the Project can be safely evacuated under the worst-case scenarios and would not interfere or impede an emergency evacuation route.

Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factors.

Based on the foregoing analysis, the Project is not anticipated to interfere with or impede an adopted emergency response plan or emergency evacuation route during operation or construction. As such, impacts would be less than significant. (DEIR, pp. 4.20-7 to 4.20-14)

3.18.2 THRESHOLD B

Impact Statement: The Project would not, 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.

- ❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.20.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

- **Substantial Evidence**

Currently, the Project site is undeveloped, disturbed, vacant and has hills in the south. The Project site's hills would remain undeveloped and would contain existing native and non-native vegetation that would be susceptible to wildfire.

Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. Defensible space enables firefighters to safely position themselves at the development edge and begin tactical protection efforts. The Project would incorporate defensible space in the form of modified fuel areas in two managed zones, a fuel maintenance zone and a fuel modification area (FMA).

A typical fuel modification zone (FMZ) is a strip of land where combustible vegetation is removed and/or modified and partially or totally replaced with more appropriately spaces, drought-tolerant, fire-resistant plants to provide a reasonable level of protection to structures from wildland fire. Although a FMZ is the typical method used to ensure that a Project would not exacerbate wildfire risks and would reduce wildfire-related impacts, other fuel management methods can be used to provide the functional equivalent to a traditional FMZ, such as a FMA or fuel maintenance zone. The fuel maintenance zone reduces the fuel load of a wildland area adjacent to the FMA.

In addition to a 100-foot FMA, the Project will provide a 20-foot-wide fuel maintenance zone. An FMA occurs around the perimeter of the Project's wildland exposures and a fuel maintenance zone is measured outward from the edge of the developed pad. The fuel maintenance zone will be irrigated and landscaped area to the pad edge, extending the protections provided by the FMA. For the Project, the FMA will be 100 feet wide starting from the edge of the developed pad and moving inward.

As a wildfire burns into the irrigated zone, fire behavior is affected, substantially reducing flame lengths, spread rates and intensity, thus causing wildfires to become spotty. FMZs or "brush management" was initially made part of the Public Resources Code 4290 and 4291 to protect natural resources from fires originating in neighboring developed areas and have since become focused on protecting communities and structures. However, FMZs, fuel maintenance zones and FMAs in the case of the Project, continue to have the same benefit of buffering preserved open space areas from accidental ignitions within communities. Positioning low plant density, creating an irrigated zone directly adjacent to the development pad, and implementing defensible space provides a significant buffer between structures and other landscape fire and native vegetation. These techniques aid in preventing ignitions in the built environment but also across the larger landscape. The same way that fuel modification will setback a wildland fire from structures, the fuel modification will setback a structure fire from the more burnable native plants. Embers can be generated by a structure fire and can be blown over the fuel modification into native fuels, but the inclusion of automatic sprinklers in every building combined with the presence of staffed fire stations with fast response times significantly reduces the potential for a structure fire to reach a size that would produce significant impacts. The highest likelihood of vegetation ignitions would be related to roadways. Further, as depicted in the fire behavior modeling for existing and post-Project conditions, the Project at buildout would reduce the

overall risk of wildfire spreading off site with implementation of the fire safety requirements, defensible space, and vegetation management.

Should future iterations of the site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional equivalency of a full 100 feet of defensible space. Alternative materials and methods will be to the satisfaction of the RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls (Dudek, 2022).

Based on the conceptual site plan, the buildings have more than adequate on-site defensible space (FMAs and FMZs), which consists of asphalt roadway, parking stalls, loading zones, irrigated landscaping, and irrigated slope protection landscaping. A description of the Project's FMZs is provided below.

- **FMZ 1 – Planning Area 1 (Hospitality):** The single proposed hospitality building would be surrounded by paved parking lots, streets, driveways, irrigated landscaping a minimum of 200 feet wide, and adjacent buildings, the closest of which is about 80 feet away.
- **FMZ 2 – Planning Area 2 (Commercial):** There are seven proposed buildings in the commercial Planning Area with eleven different occupancies proposed in the conceptual plan. The east side of the buildings is bordered by a 75-foot-wide street and an approved development (grading underway) across the street. The west side of the buildings is adjacent to a large parking lot at least 500 feet wide. The north side of the buildings is adjacent to the hospitality building approximately 80 feet north.
- **FMZ 3 – Planning Area 3 through Planning Area 8 (Industrial):** In the conceptual plan, there are five industrial buildings each of which is set back from the edge of the developed pad between 195 feet and 405 feet; in between are asphalt roadways, parking stalls, loading zones, and irrigated landscaping. Along the entire southern perimeter of the developed pad and PAs 3 through 8 is the 78-foot-wide 4th Street fire apparatus access road. Provided below is a description of the five proposed buildings' setbacks.
    - **Building 1** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 25 feet and a 265-foot setback on the south with adjacent irrigated slopes that have an average width of 100 feet. The east and west exposures have adjacent buildings. Additionally, the Planning Area 4 Park is proposed south of proposed Building 1.
    - **Building 2** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 80 feet and a 265-foot setback on the south with adjacent irrigated slopes that have an average width of 125 feet. The east and west exposures have adjacent buildings.
    - **Building 3** has a 70-foot setback on the north side with adjacent irrigated slopes that have an average width of 125 feet and a 192-foot setback on the south with adjacent

irrigated slopes that have an average width of 75-feet. The east and west exposures have adjacent buildings.

- **Building 4** has a 205-foot setback on the northside with adjacent irrigated slopes with an average width of 25 feet and a 283-foot setback on the south with adjacent irrigated slopes that have an average width of 25 feet. The east and west exposures have adjacent buildings.
- **Building 5** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 200 feet, a 283-foot setback on the south with adjacent irrigated slopes that have an average width of 100 feet, and a 235-foot setback on the west with adjacent irrigated slopes that have an average width of 100 feet. The east and west exposure has an adjacent building. The 20-foot fuel maintenance zone is achieved on all exposed sides of the building; however, there is a small portion of the building's northwest corner that is not able to achieve the full 100-foot FMA. Based on the structure's ignition resistance and the modeled flame lengths, the achievable FMA and fuel maintenance zone is sufficient (Dudek, 2022).

Vegetation management would be implemented as interim fuel management throughout the Project's construction phases for each structure as there may be a period of one or more years where developing phases are exposed on multiple sides to wildland fuels. The Project's proposed design features, which include asphalt roads and parking stalls, and a fully irrigated landscape, would provide a level of safety against wildfires equal to a 100-foot wide FMZ. The Project is considered to represent a low wildfire risk to its occupants based on its ability to provide for evacuations and contingency on-site shelter-in-place. The implementation of the on-site defensible space (FMAs and FMZs) would reduce the risk of wildfire at the Project site and would improve the ability of firefighters to fight fires on the properties and protect the site and neighboring resources, irrespective of the cause or location of ignition (Dudek, 2022).

Moreover, all structures would be protected by an automatic, internal fire sprinkler system. Fire sprinkler systems shall be in accordance with RCFD and National Fire Protection Association (NFPA) Standard 13. Fire sprinkler plans for each structure would be submitted and reviewed by RCFD for compliance with the applicable fire and life safety regulations, codes, and ordinances as well as the RCFD Fire Prevention Standards for fire protection systems. 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 (Dudek, 2022).

The ignition resistance and fire safety awareness of the Project and its population influences the likelihood of fire ignitions and the potential for fire to spread off site into adjacent wildland fuels and negatively impact existing communities. It is a relatively rare event when a wildfire occurs, and an even rarer event when a wildfire escapes initial containment efforts. Approximately 90 to 95% of wildfires are controlled below 10 acres. Studies (Keeley & Syphard 2018; Syphard et al. 2007; Syphard & Keeley 2015) show the ignition resistance and fire safety awareness of the Project and its population influences the likelihood of fire ignitions and the potential for fire to spread off site into adjacent wildland fuels and negatively impact existing communities. As the research indicates, humans can drive wildfire

ignition risk, but they can also reduce it. When fire protection is implemented at the parcel level and leverages ignition resistant building materials, infrastructure improvements, and landscape design the wildfire risk can be significantly reduced in the surrounding environment. When wildfire is planned for and safety measures are incorporated into the building design, such as with the Project, it can not only withstand wildfire, but prevent it. This prevention benefits the Project and the surrounding areas by reducing the landscape level fire risk. Further, given the Project's multi-scaled approach to fire protection, it is unlikely that the Project would be a significant source of ignitions and result in increased off-site impacts related to wildfire (Dudek, 2022).

The Project is not expected to significantly increase the already known fire risk associated with roads, and the Project- and road-adjacent fuel modification would aid in reducing the preexisting risk. Interior roadways are also not expected to result in significant vehicle ignitions. Jack Rabbit Trail will be restricted to serve as an emergency access road only, all but eliminating the fire risk associated with vehicle use on that road. The on-site roadways would comply with all fire department access requirements and be adjacent to fuel modification. Therefore, even if ignition were to occur on the Project interior roadways, it is highly unlikely it would spread beyond the Project site, and due to the level of hardscape and the adjacent fuel modification areas, would result in patchy and slow fire spread and reduced fire intensity.

On-going/as-needed fuel modification maintenance during the interim period while the Project is built out and adjacent parcels are developed, which may be one or more years, will include necessary measures for consistency with the FPP, including:

- Regular Maintenance of dedicated Open Space.
- Removal or thinning of undesirable combustible vegetation and replacement of dead or dying landscaping.
- Maintaining ground cover at a height not to exceed 18 inches. Annual grasses and weeds shall be maintained at a height not to exceed three inches.
- Removing accumulated plant litter and dead wood. Debris and trimmings produced by thinning and pruning should be removed from the Project site or chipped and evenly dispersed in the same area to a maximum depth of four-inches.
- Maintaining manual and automatic irrigation systems for operational integrity and programming. Effectiveness should be regularly evaluated to avoid over or under-watering.
- Complying with these FPP requirements on a year-round basis. Annual inspections are conducted following the natural drying of grasses and fine fuels, between the months of May and June, depending on precipitation during the winter and spring months.

Long-term protection of the development and the surrounding area is dependent on the maintenance of fuel modification as even fire-safe designs can degrade over time. To alleviate this, the Project will conduct regular assessments of the FMZs and FMAs. During this maintenance, dead and dying material

and undesirable plants will be removed. Thinning will also be conducted as necessary to maintain plant spacing and fuel densities. This will keep the FMZs, FMAs and landscaped areas in a highly fire resistive condition free of accumulated flammable debris and plants.

The development of the Project site with the Project would not facilitate the spread of wildfire and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape (Dudek, 2022). In addition, the Project will comply with the measures established in the FPP with respect to construction and maintenance at the Project site, including in FMZs and FMAs. As such, the Project is not anticipated to exacerbate wildlife risks, thereby exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. (DEIR, pp. 4.20-15 to 4.20-19)

3.18.3 THRESHOLD C

Impact Statement: The Project would not 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.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.20.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

❑ Substantial Evidence

The Project would implement on-site defensible space (FMAs and FMZs) to preclude wildfire impacts. These are designed to reduce rather than exacerbate fire risk. Analysis of the Project's construction impacts on other aspects of the environment is provided throughout the DEIR. As indicated in Threshold b, vegetation management during construction and operation within FMZs and FMAs will be performed by the Project owners, tenants and managers in accordance with the FPP to reduce risk of wildfire. Therefore, impacts associated with construction and maintenance of FMZs and FMAs would be less than significant.

The Project would result in the construction of on-site, internal roadways, and a portion of 4th Street and would improve Jack Rabbit Trail. The Project Applicant would construct 4th Street from its current terminus at the easterly edge of the Project site and would replace the existing Jack Rabbit Trail on the Project Site with alternative roadways providing access to the existing unmaintained Jack Rabbit Trail roadway to the south of the Project site and providing emergency egress to the Jack Rabbit Trail interchange at SR-60. As discussed under Threshold a above, the Project's paved roads would be constructed to meet City Building and Fire Code requirements and would be incorporated into the FMA to reduce the Project's potential to spread wildfires. As described above, regular maintenance during construction and operation would be performed in accordance with the FPP to avoid

exacerbating fire risk. Therefore, impacts associated with roadway construction and maintenance would be less than significant.

As further discussed in DEIR Section 4.19, *Utilities and Service Systems*, the Project would result in the installation of utility infrastructure on site and to the terminus of 4th Street to the east of the Project site that would connect to the existing utility infrastructure within the surrounding roadways. Common ignition sources in southern California are related to power lines and vehicles. Power line-based ignitions are a major concern with respect to off-site wildfire impacts. However, this risk would be prevented by burying power lines. Burying power lines significantly eliminates a potential ignition source within the Project site and benefits the larger vicinity. The Project would underground power lines within the Project site. In addition, a new water tank is anticipated to be installed as part of the nearby Legacy Highland Project and would be used to serve the Project's water demand, including fire protection requirements. The impacts associated with the installation of the new water tank are analyzed in the DEIR for the Legacy Highland Project. The Project would install an 18-inch waterline that would be extended westerly along 4th Street on the Project site and connect to the new water tank that is part of the nearby Legacy Highland Project. The installation of the 18-inch waterline would be inherent to the Project's construction phase. Installation and maintenance of water infrastructure would not exacerbate fire risk and would support the Project's ability to withstand fire by providing required fire flows to the Project site. As discussed under Threshold a above, the Project's paved roads would be incorporated into the FMA to reduce the Project's potential to spread wildfires and impacts and regular maintenance during construction and operation would be performed in accordance with the FPP to avoid exacerbating fire risk. Therefore, impacts associated with utilities construction and maintenance would be less than significant.

The remaining highest likelihood of vegetation ignitions in the Project area would be related to existing SR-60 and other roads used by Project employees. However, the Project provides roadside fuel modification along all roads it creates and neighboring development is converting fuels along the primary access road such that it will be free of flammable roadside fuelbeds. Ongoing maintenance along SR-60 is provided and is expected to continue, if not increase in frequency as part of overall fire reduction efforts not within the control of the Project. These efforts reduce or minimize the ability for a vehicle related spark, catalytic converter failure, or other ignition source to ignite and spread fire from the roadsides into unmaintained fuels. The Project is not expected to significantly increase the already known fire risk associated with roads and in fact the Project- and road-adjacent fuel modification would aid in reducing the preexisting risk. Interior roadways are also not expected to result in significant vehicle ignitions. Jack Rabbit Trail on the Project Site to SR-60 will be restricted to serve as an emergency use road only; reducing fire risk associated with vehicle use on that road. The on-site roadways would comply with all fire department access requirements and be adjacent to fuel modification. Therefore, even if ignition were to occur on the Project interior roadways, it is highly unlikely it would spread beyond the Project site, and due to the level of hardscape and the adjacent fuel modifications areas, would result in patchy and slow fire spread and reduced fire intensity (Dudek, 2022).

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 RCFD standards. The internal waterlines are

anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Furthermore, the Project would provide a proactive educational component to business owners with informational brochures at time of occupancy, disclosing the potential wildfire risk and the requirements identified in the Project's FPP. This educational information must include maintaining the landscape and structural components according to the appropriate standards and embracing a "Ready, Set, Go!" stance on evacuation. The "Ready, Set, Go!" concept is widely known and encouraged by the state of California and most fire agencies, including RCFD and includes: Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the Project site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and Project site uses during periods of fire weather extremes. The Project's educational component is not anticipated to result in temporary or ongoing impacts on the environment (Dudek, 2022).

Although the Project would result in the installation and maintenance of new infrastructure, the Project's proposed infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant. (DEIR, pp. 4.20-19 to 4.20-21)

3.18.4 THRESHOLD D

Impact Statement: The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes.

❑ Findings

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.20.5 of the DEIR. The City finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

❑ Substantial Evidence

According to RCIT and FEMA, the Project site is within an area of minimal flooding (RCIT, 2021; FEMA, 2014). The Project would maintain a similar drainage pattern as compared to existing conditions. The overall development pad would be elevated by the proposed design grading to be situated above local drainage courses. As such, the risk of flooding is low (KCG, 2019). Additionally, the implementation of the Project would result in a 98 cfs reduction in peak flows discharging from the Project site. As such, impacts related to downslope/downstream flooding and drainage changes would be less than significant.

Portions of the Project site have a "low" to "moderate" susceptibility for landslides (KCG, 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 Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and 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.

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. (DEIR pp. 4.20-21 to 4.20-22)

3.18.5 CUMULATIVE IMPACTS

Impact Statement: The Project would not result in a cumulatively considerable impact related to wildfire.

❑ Findings

Potential cumulative impacts of the Project related to wildfire are discussed in detail in Section 4.20.6 of the DEIR. The City finds that the development of the proposed Project would not result in significant cumulative impacts related to wildfire; therefore, no mitigation is required.

❑ Substantial Evidence

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.

The Project would be required to comply with the City's EOP during construction and operation. With respect to evacuation, the cumulative analysis considered the Project in conjunction with surrounding development that would utilize the same evacuation routes during a wildfire.

As described above under Threshold a, adding the maximum number of vehicles from the Project's site would increase evacuation times for surrounding development between 16 minutes and 26 minutes. However, these scenarios are highly conservative as they assume that all parking spaces are fully occupied at both the proposed Project site and the Hidden Canyon Industrial Park site. Additionally, under all scenarios, the increase in evacuation time is associated with the proposed Project, and not the surrounding land uses, as the proposed Project is located on the furthest end of the study area, and vehicles from the surrounding land uses would reach the transportation network before vehicles from the proposed Project. The Project and surrounding development can be safely evacuated under the worst-case scenario (Scenario 14: Project with Hidden Canyon Industrial Park with SR-60 Only) and would not interfere or impede with an emergency evacuation route. Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factors. The implementation of the Project would not result in the

substantial alteration of an existing roadway such that the Project would interfere directly or indirectly with the implementation of an adopted emergency response or emergency evacuation route. Thus, the Project would not result in a significant cumulative impact.

The Project would implement FMZs and FMAs that will reduce the potential to exacerbate wildfires at the Project site and surrounding area. Additionally, the Project's proposed buildings would incorporate internal sprinkler systems and the Project would install fire hydrants on site, which 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. Additionally, other development Projects in the area within a VHFHSZ would incorporate FMZs and/or other infrastructure to reduce the potential to spread wildfires. Implementation of the measures will reduce the risk of wildfire spreading from the Project site into surrounding areas and will improve the ability of firefighters to fight fires on the protect property and neighboring properties and resources, irrespective of the cause or location of ignition. As such, under Threshold b, the Project would not result in a cumulative impact.

The Project would result in the Installation of infrastructure consisting of FMAs, FMZs and utilities; however, the construction and operation of the proposed infrastructure would comply with applicable State and local standards regulating fire risk. 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, under Threshold c, the implementation of the Project would not result in a cumulative impact from the installation or maintenance of associated infrastructure.

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. (DEIR, pp. 4.20-22 to 4.20-23)

4.0 ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

4.1 BIOLOGICAL RESOURCES

4.1.1 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

The Project includes the following RRs and PDFs that serve to reduce the Project's impacts. The RRs and PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation.

RR 4-1 The Project Applicant is required to pay MSHCP development fees.

PDF 4-1 The Project would conserve 230.82 acres of open space, including 80.63 acres of native vegetation communities (1.20 acres of Southern Riparian Scrub, 1.28 acres of Chaparral and 78.15 acres of Riversidean Sage Scrub).

PDF 4-2 The Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral (0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project will conserve 133.62 acres of replacement lands through the Criteria Refinement Process, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub. These replacement lands are in areas that are not described for conservation by the Cell Criteria for Cells 933, 936, 1030, 1032, and 1125.

4.1.2 THRESHOLD A

Impact Statement: The Project could 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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in DEIR Section 4.4.7. No special-status plants were detected at the Project site during focused plant surveys; therefore, no impact to special-status plants would occur. The Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher and burrowing owl during construction activities. Therefore, impacts to special-status animals would be potentially significant. The Project is required to comply with Mitigation Measures MM 4.4-1, MM 4.4-2, and MM 4.4-3 which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in or

incorporated into the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

- ❑ **Substantial Evidence**

No special-status plants were detected at the Project site during focused plant surveys. Therefore, the Project would not result in an impact to special-status plants, and no impact would occur.

The Project site has the potential to support a number of animal species (raptors and bats), that might forage at the site, but would not otherwise use the site for live-in habitat, including for nesting (or roosting in the case of bats). As such, these impacts are not evaluated in the context of CEQA significance because special status for these species is in the context of breeding.

The following special-status species have the potential to use the site as live-in habitat, including Crotch bumble bee, California glossy snake, Southern grasshopper mouse, coast horned lizard, coastal whiptail, red-diamond rattlesnake, Bell's sage sparrow and Southern California rufous-crowned Sparrow, coastal California gnatcatcher, loggerhead shrike, American badger, bobcat, Dulzura pocket mouse, mountain lion, northwestern San Diego pocket mouse, southern grasshopper mouse, Stephens' Kangaroo Rat (SKR), San Diego black-tailed jackrabbit, and burrowing owl.

The Project is not required per the MSHCP to conduct presence/absence surveys for any of the above-referenced species, either because the species are fully covered and the MSHCP does not have any project-specific survey requirements for these species, or the species are not covered and survey requirements were not developed for the MSHCP. For the majority of these species, including the reptiles, loggerhead shrike, and small mammals, either there is no established survey protocol for the species or the extensive survey efforts to confirm the presence/absence of these species is not warranted. Since focused surveys were not performed for these species to confirm absence, or to determine the extent of site use by the one or more species if present, then the alternative is to acknowledge the possibility of occurrence based on the presence of suitable habitat. The likelihood is that certain species, if present, occupy a smaller portion of the site, and that although the loss of habitat might impact one or more species, impacts are not expected to be considered as "substantial adverse" impacts that would trigger a determination of significance. The coast horned lizard, coastal whiptail, red-diamond rattlesnake, coastal California gnatcatcher, loggerhead shrike, bobcat, mountain lion, northwestern San Diego pocket mouse, SKR and San Diego black-tailed jackrabbit are all MSHCP Covered Species. As such, through the participation in the MSHCP, including the payment of MSHCP development fees, impacts to these species would be less than significant. In addition, the species receive coverage under the MSHCP because lands have adequately been conserved throughout the Plan area to support coverage. Furthermore, given that adequate conservation is provided within western Riverside County for these species, the loss of habitat because of the Project would not be a substantial adverse effect to the species at the local level.

California glossy snake, American badger, Dulzura pocket mouse, and southern grasshopper mouse are not designated as Covered Species under the MSHCP as sufficient information was not available to make that determination when the MSHCP was approved. Crotch bumble bee is not a Covered

Species because at the time that the MSHCP was approved the bumble bee was not regarded with a level of sensitivity to warrant consideration. Regardless of whether these species have an official designation as a Covered Species, the lands collectively conserved as part of the MSHCP Reserve are certain to provide habitat for these species, and through participation of the Project in the MSHCP, including the proposed conservation of 230.82 acres of lands with potential habitat for these species, impacts to these species would be less than significant.

However, the Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher, and burrowing owl during construction activities. Therefore, impacts to special-status animals would be potentially significant and mitigation would be required.

In the context of biological resources, indirect edge effects are those effects associated with developing areas adjacent to native open space. The MSHCP acknowledges that in the absence of measures to address urban edge effects to open space, it is assumed that edge effects resulting from development or land use practices in proximity to conserved habitat areas include: 1) long-term presence of unshielded noise-generating land uses in proximity to the MSHCP Conservation Area; 2) unshielded night-lighting directed within the MSHCP Conservation Area; 3) use of exotic landscape plant materials that may invade native vegetation communities within the MSHCP Conservation Area; 4) discharge of uncontrolled or unfiltered urban runoff toward the MSHCP Conservation Area, including potential toxics; and 5) uncontrolled access, dumping or trespass within the MSHCP Conservation Area. In absence of measures to address these issues, edge effects would have the potential for significant indirect impacts to native biological resources. As such, projects located adjacent to the MSHCP Conservation Area are required to implement measures pursuant to the Urban/Wildland Interface Guidelines per Volume I, Section 6.1.4 of the MSHCP. With adherence to the guidelines, projects are expected to minimize potential edge effects such that a project will not have significant impacts to sensitive resources because of indirect edge effects. The Project would implement measures consistent with the MSHCP guidelines to address the following: drainage, toxics, lighting, noise, invasives, barriers, and grading/land development. (DEIR, pp. 4.4-43 to 4.4-54)

The following mitigation measures have been incorporated into the Project:

MM 4.4-1 Prior to initial site ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for crotch bumble bee. If the bumble bee were to be detected (or assumed present) within the development footprint, then the Project proponent shall coordinate with CDFW to address the extent of impacts and determine whether an Incidental Take Permit (ITP) would be required. If an ITP were required, then mitigation may be required by CDFW as part of the ITP process, and the conservation of the comparable open space habitat within PA 10 would be presented to support the ITP.

MM 4.4-2 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified

biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate with the RCA and the Wildlife Agencies (CDFW, USFWS) to prepare a Burrowing Owl Protection and Relocation Plan (if required), prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. The Burrowing Owl Protection and Relocation 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 would proceed at the site until the owls could be relocated.

MM 4.4-3 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors:

Ground-disturbing activities (including vegetation removal) within the Criteria Area (Criteria Cells) shall be conducted outside of the coastal California gnatcatcher breeding season (between March 1 and August 15) if occupied by coastal California gnatcatcher. If ground-disturbing activities (including vegetation removal) cannot be limited to outside the coastal California gnatcatcher breeding season, a qualified biologist shall conduct a pre-construction presence/absence survey for coastal California gnatcatcher within 14 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies (CDFW, USFWS) and ground disturbing activities within these areas will be postponed to outside of the coastal California gnatcatcher breeding season. If the species is not found, no further action is needed.

Implementation of Mitigation Measure MM 4.4-1 would ensure that appropriate preconstruction surveys are conducted prior to ground-disturbing activities and/or vegetation removal for bumble bees and an ITP be obtained, as necessary. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate preconstruction surveys are conducted prior to ground-disturbing activities and/or vegetation removal and would ensure that owls are relocated following the Burrowing Owl Protection and Relocation Plan, if necessary. Implementation of Mitigation Measure MM 4.4-3 would ensure that appropriate preconstruction surveys are conducted if ground-disturbing activities (including vegetation removal) occur within the coastal California gnatcatcher breeding season. Implementation of the

required mitigation measures would reduce Project impacts to species identified as a candidate, sensitive, or special status species, including the crotch bumble bee, coastal California gnatcatcher and burrowing owl, to less-than- significant levels. (DEIR, pp. 4.4-62 to 4.4-65)

4.1.3 THRESHOLD B

Impact Statement: The Project could 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.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.4.7 of the DEIR. The Project would result in a permanent impact to 0.43 acre of MSHCP riparian/riverine areas, of which 0.03 acre supports riparian habitat. Therefore, impacts to riparian habitat would be potentially significant. The City has determined that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

The Project would result in a permanent impact to approximately 58.76 acres of native vegetation communities (Chaparral, Riversidean Sage Scrub and Southern Riparian Scrub) and 328.71 acres of non-native habitats (non-native grassland) and disturbed/developed areas. Southern Riparian Scrub is considered to be a sensitive community in general as a "riparian" community. However, based on state rankings, the Riversidean sage scrub and chaparral communities are not sensitive. These vegetation communities could potentially support special-status animal species. These impacts are addressed through consistency with the MSHCP, which includes the payment of MSHCP development fees and the proposed conservation of 230.82 acres of open space, including 80.63 acres of native vegetation communities (1.20 acres of Southern Riparian Scrub, 1.28 acres of Chaparral and 78.15 acres of Riversidean Sage Scrub). Therefore, through the Project's participation in the MSHCP, impacts to vegetation communities would be less than significant.

The Project would result in a permanent impact to 0.43 acre of MSHCP riparian/riverine areas, of which 0.03 acre supports riparian habitat. Therefore, impacts to riparian habitat would be potentially significant. (DEIR pp 4.4-54 to 4.4-55)

The following mitigation measure has been incorporated into the Project:

MM 4.4-4 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging), the Project Applicant shall provide evidence to the City of Beaumont that impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction and MSHCP riparian/riverine resources (including 0.03 acre of riparian habitat) have been mitigated through either

the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. In addition, and also prior to issuance of grading permits, the Project Applicant shall provide the City of Beaumont of a copy of the Project's CWA Section 404 permit from the Corps, Section 401 Water Quality Certification from the Regional Board, Waste Discharge Order from the Regional Board, and Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW, as applicable.

Implementation of Mitigation Measure 4.4-4 would ensure that Project impacts to 0.43 acre of MSHCP riparian/riverine resources (including 0.03 acre of riparian habitat) are mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Implementation of the required mitigation would reduce the Project's impacts to riparian habitat to less-than-significant levels. DEIR pp. 4.4-64 to 4.4-65)

4.1.4 THRESHOLD C

Impact Statement: The Project could have 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.

❑ Findings

Potential impacts of the Project related to Threshold c are discussed in detail in Section 4.4.7 of the DEIR. The Project site does not contain any State- or federally-protected wetlands, and therefore the Project would not impact wetlands. However, the Project would result in impacts to potential Corps and Regional Board jurisdictional resources and resources within CDFW jurisdiction. Project impacts to waters considered jurisdictional by the Corps, Regional Board, and/or CDFW represent a significant impact of the proposed Project. The City has determined that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

Approximately 0.02 acre of potential Corps and Regional Board jurisdictional wetlands are present within Drainage L within the Project site; however, this portion of Drainage L is located outside of the development footprint. Therefore, the Project would not result in the loss of state or federally protected wetlands, and no impact would occur. The Project would, however, result in impacts to drainages considered jurisdictional by the Corps, Regional Board, and/or CDFW.

DEIR Table 4.4-10, *Summary of Impacts to Potential Corps and Regional Board Jurisdiction*, summarizes impacts to potential resources within Corps and Regional Board jurisdiction. The Project

would impact approximately 0.31 acre (5,506 linear feet) of potential Corps and Regional Board jurisdictional resources but would not result in impacts to jurisdictional wetlands, as depicted. The Project site does not contain any State- or federally-protected wetlands, and therefore the Project would not impact wetlands. However, the Project would result in impacts to 0.31 acre (5,506 linear feet) of potential Corps and Regional Board jurisdictional resources and 0.43 acre (5,506 linear feet) of CDFW jurisdictional resources. Project impacts to waters considered jurisdictional by the Corps, Regional Board, and/or CDFW represent a significant impact of the proposed Project. Project impacts to Corps jurisdiction would require a permit pursuant to Section 404 of the CWA and water quality certification pursuant to Section 401 of the CWA from the Regional Board. Impacts to Regional Board jurisdiction Waters of the U.S. would require water quality certification pursuant to Section 401 of the CWA from the Regional Board and impacts to Regional Board jurisdictional Waters of the State would require a Waste Discharge Order from the Regional Board. Therefore, impacts to Corps and Regional Board jurisdiction would be potentially significant.

DEIR Table 4.4-11, *Summary of CDFW Jurisdictional Impacts*, summarizes impacts to potential resources within CDFW jurisdiction. The Project would result in impacts to 0.43 acre (5,506 linear feet) of CDFW jurisdiction, which includes 0.40 acre of non-riparian streambed and 0.03 acre of jurisdictional riparian habitat. Impacts to CDFW jurisdiction would require a Lake and Streambed Alteration Agreement pursuant to CFGC Section 1602. Therefore, impacts to CDFW jurisdiction would be potentially significant. (DEIR pp. 4.4-55, 4.4-56)

Refer to Mitigation Measure MM 4.4-4, above. Implementation of Mitigation Measure 4.4-4 would ensure that Project impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction are mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. The required mitigation also would ensure that the Project Applicant obtains appropriate permits from the Corps, Regional Board, and/or CDFW. Implementation of the required mitigation would reduce the Project's impacts to jurisdictional waters to less-than-significant levels. (DEIR pp. 4.4-64 to 4.4-66)

4.1.5 THRESHOLD D

Impact Statement: The Project has the potential to interfere with the movement of migratory nesting birds.

❑ Findings

Potential impacts of the Project related to Threshold d are discussed in detail in Section 4.4.7 of the DEIR. Although the Project would result in impacts to lands that support the local movement of wildlife, the Project is designed to support the MSHCP goals for Proposed Core 3 through its proposed conservation lands, wildlife fencing, and management of edge effects. Through compliance with MSHCP goals for Proposed Core 3, impacts to wildlife movement would be less than significant. However, the Project has the potential to impact nesting migratory birds protected by the MBTA and CFGC, should habitat removal occur during the nesting season and should nesting birds be present.

Therefore, impacts to nesting birds would be potentially significant. The City has determined that changes or alterations have been required in, or incorporated into the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

- ❑ **Substantial Evidence**

Wildlife Corridor

The Project site provides for the local movement of wildlife, including mountain lion, mule deer, bobcat, coyote, gray fox, and other smaller mammals, as well as general habitat, including live-in habitat for some species. As such, the Project would result in impacts to the local movement of wildlife through the Project site. However, the Project is designed to support the MSHCP goals pertaining to movement, specifically as it relates to supporting the goals of Proposed Core 3. The supporting design elements of the Project include 1) conserving the lands required by the MSHCP to support the assembly and function of Proposed Core 3; 2) installing and maintaining fencing that would separate the development footprint (including the Project's managed open space buffer) from Proposed Core 3 conservation lands; and 3) managing edge effects between the Project and the conserved lands, including lighting and noise.

The Project would conserve 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on-site and 78.40 acres off site. As Proposed Core 3 extends from northwest to southeast, the Core is bisected by SR-60 to the west of the Project. As such, SR-60 provides a constraint to movement of wildlife through Proposed Core 3. MSHCP Volume I, Section 7.5.2 provides guidelines for the construction of wildlife crossings associated with roadway projects. The MSHCP notes undercrossing structures of varying sizes should be included in a long road alignment to accommodate small, medium, and large wildlife, with multiple undercrossings for each size group depending on the length of the roadway. Caltrans is currently constructing the SR-60 Truck Lanes Project which extends for approximately 4.75 miles from approximately Gilman Springs Road on the west to a point about one mile east of the western limits of the Project site. The Caltrans work is expected to be completed by the time that construction of the Project would begin. Therefore, Project components including proposed fencing would tie in consistently with SR-60 improvements.

As part of SR-60 improvements, Caltrans is constructing eight all-weather undercrossing structures specifically for wildlife, including two 20-foot-tall by 20-foot-wide box culverts to accommodate larger wildlife (mule deer, mountain lion, and bobcat) and six smaller undercrossings. The smaller structures consist of a combination of corrugated metal pipes (CMPs), reinforced concrete pipes (RCPs) and arch concrete pipes (ACPs). Three of the eight undercrossings are being constructed for the section of SR-60 improvements that abut the northern Project boundary, including one 60-inch pipe at the western end of the Project site, one of the 20-foot by 20-foot culverts approximately 0.50 mile along the Project boundary east of the 60-inch pipe, and one 36-inch pipe another 0.50 mile to the east of the box culvert. Wildlife expected to occur at the Project site with the potential to use these three features include medium to large-sized mammals such as mule deer, mountain lion, bobcat and coyote, smaller mammals such as gray fox, raccoon and rodents, and other smaller wildlife such as reptiles and

amphibians. The remaining five Caltrans undercrossings are being constructed west of the Project site, with the second 20-foot by 20-foot culvert located approximately one-mile west of the Project site.

Conservation proposed by the Project includes the northwestern corner of Cell 933, which, based on the existing Cell Criteria, is not currently described for conservation. The northwestern portion of Cell 933 is located adjacent to the Caltrans box culvert and based on the existing Cell Criteria, the box culvert might not be properly connected to the Proposed Core 3 open space. As such, one benefit of the Criteria Refinement is to place this portion of the Cell into conservation such that undercrossing is properly connected to the main portion of the Proposed Core 3 to the southwest, as requested by the RCA and Wildlife Agencies.

SR-60 improvements include a wildlife fence along both the northern and southern edges of SR-60 to minimize the likelihood that wildlife enter the roadway and direct wildlife to the areas north and south of the freeway. The eastern terminus of the SR-60 fence is being constructed just east of the proposed 36-inch pipe culvert. The proposed Project would similarly construct a wildlife fence along the western and southern edges of the Project site to prevent wildlife from entering the site from the adjacent conserved lands. The fence would be constructed approximately along the boundary between the proposed conserved lands (PA 10) and the Project's PA 9, although the exact location would vary depending on the topography. The Project's fence would tie into the SR-60 fence at the easternmost proposed wildlife CMP and would extend west and then south/southeast around the Project to direct wildlife in the northwesterly/southeasterly direction. The wildlife fencing along the Project boundary would include one-way swing gates opening into the MSHCP conservation area for any wildlife that enter the Project site from the north and east trying to escape into the adjacent conserved lands. In addition to the wildlife fence, the Project would also include six-foot tubular steel security fencing along the northern boundary abutting the SR-60 right-of-way, beginning from the wildlife fence on the west and extending east to the Project's entry point. Wildlife that either cross over or under SR-60 east of the Caltrans wildlife fence terminus would be forced to the west or east along the security fence. A swing gate would be installed to the west along the section of lateral (north-south) wildlife fence connecting to the SR-60 fence, allowing wildlife to escape the freeway right-of-way towards the conserved lands.

The Project through its design would also address edge effects relative to adjacent conserved lands. The Project's night lighting would be designed to prevent spillage into the MSHCP conserved lands along the western and southern development boundary. As such, consistent with the MSHCP Urban/Wildlife Interface Guidelines (MSHCP Volume I, Section 6.1.4), night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting to ensure ambient lighting in the MSHCP Conservation Area is not increased. Regarding noise, the Project's Maintained Open Space (i.e., PA 9) would serve as a buffer between the main development footprint and the proposed conservation lands, such that wildlife within the adjacent conserved lands would not be subjected to noise that exceeds residential standards.

In conclusion, although the Project would result in impacts to lands that support the local movement of wildlife, the Project is designed to support the MSHCP goals for Proposed Core 3 through its

proposed conservation lands, wildlife fencing, and management of edge effects. Through compliance with MSHCP goals for Proposed Core 3, impacts to wildlife movement would be less than significant.

Native Wildlife Nursery Sites

The Project site does not represent a nursery site. Therefore, the Project would not result in impacts to a native wildlife nursery site. However, the Project site contains vegetation with the potential to support native nesting birds. Impacts to nesting birds are prohibited by the MBTA and CFGC. Since the Project has the potential to impact active nests regulated by the MBTA and CFGC, Project impacts to nesting birds represent a significant impact of the Project for which mitigation in the form of pre-construction surveys and avoidance of active nests would be required. (DEIR pp. 4.4-57 to 4.4-59)

The following mitigation measure has been incorporated into the Project:

MM 4.4-5 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors:

As feasible, vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Implementation of Mitigation Measure 4.4-5 would ensure that appropriate pre-construction surveys are conducted during the bird nesting season and would ensure that impacts to any active nests are avoided. Implementation of the required mitigation would reduce the Project's potential impacts to nesting birds to less-than-significant levels. (DEIR pp. 4.4-63, 4.4-64, 4.4-66)

4.1.6 THRESHOLD F

Impact Statement: The Project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

❑ Findings

Potential impacts of the Project related to Threshold f are discussed in detail in Section 4.4.7 of the DEIR. The Project would be consistent with the biological requirements of the MSHCP Reserve

Assembly Requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). However, implementation of Mitigation Measure 4.4-2 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. The City has determined that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ **Substantial Evidence**

The Project site is located in the MSHCP Criteria Area, within portions of independent Cells 933, 936, 1030, 1032, and 1125, as well as a portion of Cell Group A′, divided between two Area Plans: The Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A′). The Project is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process in coordination with the City. The Project will be subject to Joint Project Review (JPR) by the RCA in order for the RCA to determine that the Project will be consistent with the MSHCP. The Project's compliance with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures), is provided below.

- **Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2):** The Project site supports 1.18 acres of riparian habitat and 2.57 acre of riverine streambed. Although riparian habitat is present within the Project site in the form of Southern Riparian Scrub, this community does not have the potential to support least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Within the Project site, this community is comprised of individual trees and shrubs with an herbaceous understory, and does not contain a stratified canopy or support the structural complexity required to support these species.

  The Project site does not contain any depressions (natural or artificial) that would inundate long enough to support resources associated with vernal pools, including fairy shrimp. The soils mapped within the Project site are categorized as sandy loam soils, which are generally not associated with vernal pools, and direct observations of the soils within the Project site showed a lack of clay soil components. Road ruts are generally not allowed to develop or persist for durations long enough to support resources associated with pools due to regular maintenance of the access roads within the Project site. Regular maintenance keeps these roads free of ruts and washouts, in order to allow operations and maintenance of various utilities (i.e., Southern California Edison transmission towers and a SoCal Gas transmission pipeline), as well as access to commercial apiary operations. In addition, no plant species were observed within the Project site that are associated with vernal pools and similar habitats that experience prolonged inundation.

The Project would result in impacts to 0.03 acre of riparian habitat and 0.40 acre of riverine streambed. Therefore, a Demonstration of Biologically Equivalent or Superior Preservation (DBESP) would be required for impacts to Riparian/Riverine resources. A DBESP would be completed as part of the Project. Therefore, the Project is consistent with Section 6.1.1 of the MSHCP.

- **Protection of Narrow Endemic Plants (Section 6.1.3):** Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. No special-status plant species were observed within the Project site during focused plant surveys. The Project site occurs within NEPSSA 8; therefore, the following target species were evaluated: many-stemmed dudleya and Yucaipa onion. As discussed above, these species are not expected to occur due to a lack of suitable (clay) soils and were not detected during focused surveys. Therefore, these species were confirmed to be absent from the Project site and the Project would not result in impacts to NEPSSA species; therefore, the Project is consistent with Section 6.1.3 of the MSHCP.

- **Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4):** The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area. As discussed in threshold a, the Project will implement applicable measures as it relates to temporary construction impacts to minimize adverse indirect impacts on special-status resources within Conserved Lands. Therefore, the Project is consistent with Section 6.1.4 of the MSHCP.

- **Additional Survey Needs and Procedures (Section 6.3.2):** The Project site is not located within a CAPSSA, Mammal Survey Area, or Amphibian Survey Area, and does not support suitable habitat for riparian/riverine associated species (i.e. listed fairy shrimp, least Bell's vireo); therefore, surveys for these species were not required and impacts would not result from the Project.

  The Project site is located within the Burrowing Owl Survey Area. Focused surveys were conducted during the 2019 burrowing owl breeding season, with negative results. Regardless, 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. If burrowing owls are detected on-site 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 4.4-2, the Project is consistent with Section 6.3.2 of the MSHCP.

The Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). However, implementation of Mitigation Measure 4.4-2 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. (DEIR, pp. 4.4-59 to 4.4-61)

Refer to Mitigation Measure MM 4.4-2, above. Implementation of Mitigation Measure 4.4-2 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. Implementation of the required mitigation would ensure the Project's consistency with the MSHCP. (DEIR, pp. 4.4-63, 4-64, 4.4-66)

4.1.7 CUMULATIVE IMPACTS

Impact Statement: The Project could have significant cumulative biological impacts without implementation of mitigation measures.

❑ Findings

Potential cumulative impacts of the Project related to biological resources are discussed in detail in DEIR Section 4.4.8. No special-status plants were detected at the Project site during focused plant surveys; therefore, no impact to special-status plants would occur. The Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher and burrowing owl during construction activities. Therefore, impacts to special-status animals would be potentially significant. The Project is required to comply with Mitigation Measures MM 4.4-1, MM 4.4-2, and MM 4.4-3 which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

This cumulative impact analysis considers development of the 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 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. The MSHCP was developed to address the comprehensive regional planning effort and anticipated growth in the City. Projects in the area would be required to comply with the MSHCP and to mitigate project impacts consistent with MSHCP requirements. The Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral (0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project would conserve 133.62 acres of replacement lands, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub consistent with the MSHCP. Additionally, the Project would potentially impact MSHCP covered species (coast horned lizard, coastal whiptail, red-diamond rattlesnake, coastal California gnatcatcher, loggerhead shrike, bobcat, mountain lion, northwestern San Diego pocket mouse, SKR and San Diego black-tailed jackrabbit). Impacts to covered species would be mitigated through a combination of general MSHCP compliance, pre-construction surveys, protection plans and avoidance, as required through implementation of Mitigation Measures MM 4.4-1, MM 4.4-2, MM 4.4-3, and MM 4.4-5. Non-covered sensitive floral 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. A few non-covered sensitive faunal species have potential to occur within the Project site, and so the Project could contribute to a cumulative impact for these species. However, adequate lands would be conserved by the Project as part of the MSHCP conservation to address these species and reduce any impacts to below a level of significance. Furthermore, the Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines which other projects are required to do as well, and therefore would not result in an adverse cumulative impact.

The Project would also impact jurisdictional waters (0.31 acres of Corps and Regional Board jurisdiction, and 0.43 acres of CDFW jurisdiction and MSHCP riparian/riverine resources, of which 0.03 acre is vegetated riparian habitat). Through the implementation of Mitigation Measure MM 4.4-4, the Project would be required to purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. (DEIR, pp. 4.4-61 to 4.4-62) Because any other projects in the area that impact jurisdictional waters would be required to mitigate for those impacts, and the Project has mitigated for its impacts, there are no cumulative impacts to jurisdictional waters that result from the Project.

4.2 CULTURAL RESOURCES

4.2.1 THRESHOLD B

Impact Statement: The Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

- ❑ **Findings**

Potential impacts of the Project related to Threshold b (historical resources) are discussed in detail in Section 4.5.6 of the DEIR. 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. The Project is required to comply with Mitigation Measures MM 4.5-1 and 4.5-2, which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

Although the Beaumont Pointe Specific Plan Project will result in direct impacts to recorded cultural resources RIV-5060, RIV-5061, P-33-006229, P-33-009027, P-33-015672 and P-33-015673, based on the cultural resources inventory and records search, an intensive pedestrian survey, and Phase II significance testing, it was determined that there are no unique or significant archaeological resources on the Project site and site-specific mitigation measures with respect to these artifacts are not required. Therefore, implementation of the Project would result in less than significant impacts associated with known archaeological resources. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities), which would result in a potentially significant impact. (DEIR p. 4.5-16)

The following mitigation measures have been incorporated into the Project:

MM 4.5-1 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 4.5-2 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 archaeologist and the Native American monitor 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).

   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.

d) 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.

e) 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.

f) 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.

Implementation of Mitigation Measure MM 4.5-1 and 4.5-2 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. (DEIR pp. 4.5-16 to 4.5-18, 4.5-20)

4.2.2 CUMULATIVE IMPACTS

Impact Statement: The Project would not result significant cumulative cultural resources impacts.

❑ **Findings**

As discussed, under Threshold b, above, 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. The nearest development to the Project is Hidden Canyon Industrial Park to the east, which has been graded and is currently under development. Further, site-specific archeological resource investigations would be required for other projects before the City would permit ground disturbances or demolition or substantial alteration of existing structures. Such investigations would include some degree of surface-level surveying and identify resources on the affected project sites that are or appear to be eligible for listing on the national or state registers for historic resources. Such investigations would also recommend mitigation measures to protect and preserve cultural resources. Therefore, cumulative impacts to archaeological resources would be less than significant.

4.3 GEOLOGY AND SOILS

4.3.1 THRESHOLD F

Impact Statement: The Project would have potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

❑ Findings

Potential impacts of the Project related to Threshold f are discussed in detail in Section 4.7.6 of the DEIR. 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. The Project is required to comply with Mitigation Measures MM 4.7-1 to 4.7-3, which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

Because the City does not have specific guidelines for the preservation of paleontological resources, the City elects to use Riverside County guidelines for rating the paleontological sensitivity of geologic formations. A paleontological sensitivity map generated by the Riverside County Land Information System in February 2021 ranks most of the Project area as having a High Paleontological Potential/Sensitivity (High A). The category "High A" indicates that fossils are likely to be encountered at the surface and may be impacted during excavation by construction activities.

The Project site has a high potential to contain paleontological resources due to the: 1) presence of the middle Pliocene to lower Pleistocene fossiliferous middle member of the San Timoteo Formation, 2) recovery of fossils from the formation within and nearby the Project site boundaries, and 3) "High" Paleontological Sensitivity assigned to the San Timoteo Formation for yielding paleontological resources. The San Timoteo Formation also extends below the cover of young alluvial fan deposits and would be exposed during grading activities. Areas having a low paleontological sensitivity are represented by Holocene (modern) young alluvial fan deposits lining the drainage valleys. Generally, these sedimentary deposits do not yield fossils, being too young.

A paleontological literature review and collections and records search was performed by the Los Angeles County Museum (LACM). The review did not find any documented paleontological localities (fossil sites) held by the LACM from within the Project site; however, six localities held by the LACM are just west of the southernmost portion of the Project site. Significant fossil vertebrate remains "may well" be encountered in any digging in the San Timoteo Formation, as well as in older Quaternary alluvial deposits that may underlie the younger alluvium mapped on the surface within the Project site. However, based upon the topography and the distribution of the various Quaternary deposits in the

Project vicinity, it is more likely that the San Timoteo Formation underlies the young alluvial fan deposits within the Project site.

Therefore, there is a high probably of encountering paleontological resources during grading activities that impact the San Timoteo Formation and Quaternary older alluvial fan sediments. Impacts to paleontological resources would be significant. (DEIR, pp. 4.7-22 to 4.7-23)

The following mitigation measures have been incorporated into the Project:

MM 4.7-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring of the young alluvial fan deposits is not warranted, since their potential to yield fossils is low. However, if, during earth disturbance activities, the San Timoteo Foundation or older Quaternary alluvial deposits is exposed beneath the overlying young alluvial fan deposits, monitoring should be initiated during periods in which the San Timoteo Formation or older Quaternary alluvial deposits will be impacted. Monitoring shall be conducted during any grading or excavation in undisturbed sediments of the San Timoteo Foundation. Complete grading plans for each phase shall be made available to the City of Beaumont and to the paleontologist/ paleontological monitor prior to the start of any earth-moving activities for each phase.

MM 4.7-2 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 4.7-3 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:

g) 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.

h) Paleontological salvage shall complete with professional standard protocols, as detailed in Section VII, Paleontological Resource Impact Mitigation Program in *Technical Appendix F2* of the DEIR.

i) In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks repaired, and the specimen, if needed, stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

j) 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.

k) 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.

l) 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.

Implementation of Mitigation Measures MM 4.7-1 through 4.7-3 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. (DEIR, pp. 4.7-25 to 4.7-26)

4.3.2 CUMULATIVE IMPACT

Impact Statement: The Project would have potential to result in cumulative impacts to paleontological resources.

❑ **Findings**

Potential cumulative impacts of the Project related to paleontological resources are discussed in detail in Section 4.7.7 of the DEIR. The Project site is identified as within an area of "High" Paleontological Sensitivity; therefore, implementation of the Project could 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. The Project is required to comply with Mitigation Measures MM 4.7-1 to 4.7-3, which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

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 PRIMP, required as Mitigation Measures MM 4.7-1 through MM 4.7-3, would ensure Project-specific paleontological impacts are reduced to less than significant. Therefore, the Project's contribution to a cumulatively considerable impacts is less than significant. (DEIR, pp. 4.7-23 to 4.7-24)

4.4 TRIBAL CULTURAL RESOURCES

4.4.1 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to ensure the implementation of the mandated RRs.

RR 18-1 **Inadvertent Discovery of Human Remains**. 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 Section 7050.5 and Public Resources Code Section 5097.98.

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 Health and Safety Code Section 7050.5.

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 Public Resources Code Section 5097.98

Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. Pursuant to the specific exemption set forth in California Government Code Section 6254(r), the sheriff-coroner, parties, and lead agencies will be asked to withhold public disclosure information related to such reburial.

4.4.2 THRESHOLD A

Impact Statement: The Project has the potential to 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 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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.18.7 of the DEIR. 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, all previously recorded cultural resources 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. Although no tribal cultural resources are known to occur within the Project's impact limits, implementation of the Project has the potential to cause a substantial adverse change in the significance of tribal cultural resources that may be buried beneath the site's surface or in on-site vegetation. The Project is required to comply with Mitigation Measures MM 4.5-1 and 4.5-2 set forth in Section 4.2, above, and which ensure the proper identification and subsequent treatment of any significant resources that may be encountered during ground-disturbing activities associated with implementation of the Project. These mitigation measures would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ Substantial Evidence

As discussed in Phase I and Phase II Cultural Resources Assessment (DEIR *Technical Appendix D*), 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, all previously recorded cultural resources were evaluated as not significant and ineligible for listing on the CRHR and NRHP. There are no significant historical resources pursuant to Section 15064.5 located within the Project site. However, because multiple resources have been identified on the Project site, and due to heavy vegetation during the survey, there remains the potential that previously unobserved resources may exist.

Native American Consultation

The City sent notification to the Native American tribes with traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 and SB 18 requirements.

Of the 10 tribes that were sent notifications letters, three requested government-to-government consultation: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Mission Indians. In a letter dated December 15, 2020, the Augustine Band of Cahuilla Mission Indians stated that they were unaware of specific cultural resources that may be affected by the Project but would like to be notified in the event cultural resources are discovered during development.

The City submitted the Phase I and Phase II Cultural Resources Assessment (*Technical Appendix D*) to three tribes that requested consultation and conducted telephone consultations with Agua Caliente Band of Cahuilla Indians on March 2, 2021 and Morongo Band of Mission Indians on February 2, 2021. The Agua Caliente Band of Cahuilla Indians and Morongo Band of Missions Indians requested revisions to the cultural resources assessment and mitigation, which were incorporated into *Technical Appendix D*. To date the Soboba Band of Mission Indians have not responded to schedule consultation.

Based on information provided in DEIR Section 4.5, *Cultural Resources*, 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. (DEIR, pp. 4.18-13 to 4.18-14)

Refer to Mitigation Measures MM 4.5-1 and MM 4.5-2, in Section 4.2, above which address archeological resources. Implementation of Mitigation Measures MM 4.5-1 and MM 4.5-2, would ensure that grading and other ground-disturbing activities during construction are monitored by a qualified archaeologist as well as Native American monitors. 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. (DEIR, p. 4.18-15)

4.4.3 CUMULATIVE IMPACT

Impact Statement: The Project has the potential to result in cumulative impacts to tribal cultural resources.

❑ **Finding**

Potential cumulative impacts of the Project related to tribal cultural resources are discussed in detail in Section 4.18.8 of the DEIR. 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 that may be buried beneath the site's surface or in on-site vegetation. The Project is required to comply with Mitigation Measures MM 4.5-1 and 4.5-2, which would reduce impacts to less than significant. The City has determined that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the DEIR.

❑ **Substantial Evidence**

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 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.

As noted previously, the City 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; however, discovery of resources could contribute knowledge regarding other resources farther away from the Project site. Therefore, cumulative impacts to tribal cultural resources have the potential to occur.

However, with implementation of Mitigation Measure 4.5-1, Project impacts to tribal cultural resources would be less than significant. Other projects will also be required to comply with all applicable existing statutes, regulations, procedures, and policies that address tribal cultural resources, including consultation under SB 18 and/or AB 52. Other development projects will also implement mitigation measures similar to Mitigation Measures MM 4.5-1 and MM 4.5-2 to ensure impacts to tribal cultural resources are fully mitigated to a less than significant level. With implementation of Mitigation Measures MM 4.5-1 and 4.5-2, the Project would not to contribute towards a significant cumulative impact associated with the significance of a tribal cultural resource or a collection of resources pursuant to CEQA Guidelines Section 15064.5. Therefore, with mitigation, the Project would not result in a significant cumulative impact related to tribal cultural resources. (DEIR, po. 4.18-14 to 4.18-15)

5.0 ENVIRONMENTAL IMPACTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The City finds the project would result in significant and unavoidable impacts in the following impact categories after implementation of all feasible mitigation measures: Air Quality, Greenhouse Gas Emissions, Noise, and Transportation. In accordance with CEQA Guidelines Section 15092(b)(2), The City cannot approve the project unless it first finds (1) under Public Resources Code Section 21081(a)(3), and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social technological, or other considerations, including provisions of employment opportunities to highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR; and (2) under CEQA Guidelines Section 15092(b), that the remaining significant effects are acceptable under CEQA Guidelines Section 15093 because the economic, legal, social, technological or other benefits of the proposed project outweigh its unavoidable adverse environmental effects. Therefore, a statement of overriding considerations has been prepared (see Section 9.0, herein).

5.1 AIR QUALITY

5.1.1 THRESHOLD A

Impact Statement: The Project would conflict with or obstruct implementation of the applicable air quality plan.

- ❑ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.3.6 of the DEIR. The Project would be inconsistent with South Coast AQMD Air Quality Management Plan (AQMP) because 1) will would exceed regional significance thresholds, resulting in NAAQS and CAAQS violations; and 2) would exceed the assumptions in the AQMP based on the years of project buildout phase. Specifically, the Project would exceed regional thresholds of significance for NOx during construction and for NOx, CO, PM_{10}, and $PM_{2.5}$ during operation even after mitigation. The Project's regional exceedance for VOCs during construction would be mitigated to less than significant level with the implementation of Mitigation Measure MM 4.3-1. Further, The Project would require a General Plan Amendment and therefore is inconsistent with the land use assumptions on which the AQMP was based and is conservatively assumed to generate operational source emissions not accounted for in the AQMP. As such, the Project is considered to be inconsistent with the AQMP and significant impacts would occur.

The Project is required to comply with Mitigation Measures MM 4.3-1 through 4.3-17, which includes all feasible mitigation measures recommended in the FEIR and would reduce impacts related to NOx, CO, PM_{10}, and $PM_{2.5}$ emissions during both construction and operation to the extent feasible. The implementation of mitigation measures, the Project's emissions-reducing design features and operational programs, including but not limited to South Coast AQMD Rule 2305 (WAIRE) are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies would globally promote timely attainment of AQMP air quality standards and would

bring the Project into conformance with the AQMP to the extent feasible. However, impacts would remain significant and unavoidable. The City finds that the above mitigation measures are feasible, are adopted, and will reduce air quality impacts attributable to the proposed Project.

Several mitigation measures were recommended by commenters on the DEIR. These measures were evaluated in the FEIR and were: 1) already required through regulatory requirements, project design features, or mitigation; 2) added as mitigation and included, herein; or 3) determined to be infeasible. For example, due to the reasons described under "Substantial Evidence below, the requirement that all heavy-duty vehicles must be zero emission was found to be economically and technologically infeasible because they are not commercially available for the foreseeable future. Additionally, regulations that control heavy-duty truck emissions are the responsibility of the State and outside of the responsibility and control of the City. Therefore, pursuant to Section 21081(a)(3) of the California Public Resources Code, control of tailpipe emissions are within the responsibility and jurisdiction of another public agency and have been adopted by that other agency. See FEIR, Response to Comments B-34 through B-63 and D-4 through D-29.

Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

- ❑ **Substantial Evidence**

The South Coast AQMD's 2016 AQMP is the applicable air quality plan for the Project area, 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. 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.

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, or violations would occur if LSTs or regional significance thresholds are exceeded. The Project's localized construction-source emissions would not exceed applicable LST thresholds. However, the

Project's regional construction-source emissions would exceed the applicable regional thresholds for emissions of VOCs and NOx. As such, the 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 according to this criterion, and could be potentially significant.

The Project would not exceed the LST thresholds for operational activity. However, the regional operational-source emissions are anticipated to exceed the regional thresholds of significance for NOx, VOC, CO, PM_{10}, and $PM_{2.5}$ emissions and would not be reduced to less than significant with imposition of mitigation measures. 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 according to this criterion.

Based on the preceding, the Project is determined to be inconsistent with the first criterion and 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 the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City's General Plan is considered to be consistent with the AQMP**.**

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather 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 likely occur, with disturbance of the entire site occurring during construction activities. As such, since the Project would exceed applicable NOx regional emissions thresholds during construction activity, a significant impact would result.

The Project is proposed to consist of a maximum of 246,000 sf of general commercial uses in addition to a 125-room hotel and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat as required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site.

Implementation of the Project would require approval of a General Plan Amendment. The General Plan Amendment would re-designate approximately 539.9 acres from "Rural Residential" to "General

Commercial" (30.2-acres), "Industrial" (232.6-acres), "Open Space" (124.7-acres), and "Open Space – Conservation." (152.4-acres). Permitted uses within the "General Commercial" land use will include a wide range of recreation and entertainment, retail, restaurant, hotel, service-oriented land uses, and self-storage. Examples of recreation and entertainment uses may include indoor and/or outdoor go kart racing, rock climbing, trampoline park, bowling alley, and miniature golf. Allowable uses within the "Industrial" land use designation primarily include high-cube warehousing (warehouse/distribution center for the receipt, storage, cold storage and distribution of goods, products, supplies) and general light industrial. Other uses also permitted include but are not limited to manufacturing, distribution warehouses, e-commerce fulfillment, research services and laboratories, repair services, and various indoor recreational uses. Lastly, areas designated for "Open Space" uses would include landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the "Open Space – Conservation."

Accordingly, the 2016 AQMP does not reflect the proposed land use designation for the Project site. For this reason, there is the potential for the Project to exceed air quality impact assumptions in the AQMP or increments based on the years of Project build-out phase. Consequently, the development of the Project is conservatively assumed to generate operational-source emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB (Urban Crossroads, 2022a, pp. 68-69).

Based on the preceding, the Project is determined to be inconsistent with the second criterion and impacts would be potentially significant. (DEIR pp. 4.3-36 to 4.3-38)

The Project would be required to implement the following mitigation measures, as provided in DEIR Section 4.3.9, *Mitigation*, and updated in DEIR Section 3.0, *Clarifications and Revisions*:

MM 4.3-1 The Project shall utilize "Super-Compliant" low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to be more stringent than the regulatory VOC limits put forth by South Coast AQMD's Rule 1113. Super- Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

MM 4.3-2 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 4.3-3 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 4.3-4 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 three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager 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.

MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program and other Programs promulgated by South Coast AQMD (which can be found at the SCAQMD Incentives & Programs landing page, http://www.aqmd.gov/home/programs) that provide incentives for using cleaner-than-required engines and equipment.

MM 4.3-6 Prior to issuance of occupancy permits for the industrial/warehouse buildings, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.

- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Provide secure bicycle storage space equivalent to 2% of the automobile parking spaces provided.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel – efficient vehicles equivalent to at least 8% of the required number of parking spaces.

MM 4.3-7 For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM 4.3-8 Final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.

MM 4.3-9 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). All site and architectural plans submitted to the City Planning Department shall note all the truck/dock bays designated

for electrification. Prior to the issuance of a Certificate of Occupancy, the City Building Department shall verify electrification of the designated truck/dock bays.

MM 4.3-10 All landscaping 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 4.3-11 If the Project constructs a go-kart facility in the commercial area, all go-karts would be required to be electric or zero emissions.

MM 4.3-12 Prior to the issuance of occupancy permits for any of the industrial/warehouse buildings, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with South Coast AQMD Rule 2305.

MM 4.3-13 Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Southern California Edison (SCE). If SCE will not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in Mitigation Measure MM 4.3-14), the establishment of a temporary electric charging area also will not be required. If electric powered equipment is in the contractor(s) equipment fleet, and SCE approval is secured, the temporary charging location is required to be established upon issuance of grading permits and building permits.

MM 4.3-14 If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the Project's construction requirements during the building construction, paving, and architectural coating phases of Project construction, such equipment shall be used during Project construction. This requirement shall be noted on plans submitted for building permit issuance.

MM 4.3-15 Project construction contractors shall maintain records of all off-road diesel construction equipment associated with Project construction to document that each off-road diesel construction equipment used meets emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Beaumont staff or their designee.

MM 4.3-16 During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

MM 4.3-17 Prior to building final, the Project Applicant or successor in interest shall install signs at each truck exit driveway that provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

As part of the FEIR, the City considered a recommendation to require that all heavy-duty vehicles engaged in drayage to or from the Project site to be zero emission beginning in 2030. However, at present, requiring zero-emission vehicles is economically and technologically infeasible; also, such vehicles are not available on a large enough scale to be relied upon. In a report titled "Transitioning to Zero-Emission Heavy-Duty Freight Vehicles," the International Council on Clean Transportation (ICCT) provides an overview of advancing technologies (ICCT, September 2017). The ICCT reports that although the technology is advancing and although at some point in the distant future non-diesel technology will likely be used in mass to power freight movement, "zero-emission vehicle technologies do present considerable challenges. They have a combination of near- and long-term barriers, issues, and questions that will have to be addressed before they can become widespread replacements for conventional trucks and tractor-trailers that are typically diesel fueled" (ICCT, p. 31). "Tesla's announced battery electric semi-tractor prototype is the only battery electric project we found in our [world-wide] assessment targeting long-haul heavy-duty applications" (ICCT, p. 31). Imposing extensive requirements on the proposed Project related to emerging technology, when the various types of technological advancements and their timeframes for common availability are not known with any certainty, is not a feasible mitigation measure.

Further, South Coast AQMD recently adopted a Warehouse Indirect Source Rule, Rule 2305, in May 2021. Rule 2305 applies to warehouse operators and owners of warehouses greater than or equal to 100,000 square feet of indoor floor space within a single building that may be used for warehousing activities. As discussed in Section 4.3, *Air Quality*, of the DEIR, the Project would be subject to compliance with Rule 2305 (refer to Pages 4.3-22 and 4.3-23). Because compliance will be implemented by lessees, the specific measures that will be implemented to comply with Rule 2305 are not known at this time, although they potentially would include use of electric of heavy duty trucks. Mitigation Measure 4.3-12 requires the City's Planning Department to confirm that tenant lease agreements requiring the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. Compliance with Rule 2305 would reduce air quality effects associated with the warehouse industry, including the Project, throughout the air basin, although quantification of such reductions is not feasible at this time.

The Project would be inconsistent with AQMP Criterion No. 1 and 2, resulting in a potentially impact significant. The Project would implement development-specific air quality mitigation measures (Mitigation Measures MM 4.3-1 through 4.3-17), to reduce the Project's construction-source and operational-source air pollutant emissions. A detailed explanation of why Mitigation Measures MM 4.3-1 through 4.3-17 would not reduce Project emissions to less than significant is provided in Section 5.1.2, "Substantial Evidence," below (see also DEIR pp. 4.3-54 to 4.3-58). Additionally, incorporation of contemporary energy-efficient technologies and operational programs, and compliance with South Coast AQMD emissions reductions and control requirements would reduce Project air pollutant emissions. The implementation of mitigation measures, Project's emissions-reducing design features, and operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies would globally promote timely attainment of AQMP air quality standards and would bring the Project into conformance with the AQMP to the extent feasible. However, impacts would remain significant and unavoidable. (DEIR pp. 4.3-50 to 4.3-54)

5.1.2 THRESHOLD B

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

❑ **Findings**

Air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the South Coast AQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used by the South Coast AQMD to determine whether a project's individual emissions would have a cumulatively significant impact on air quality. The potential for the project to result in a cumulatively considerable impact, specifically a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS and/or CAAQS is potentially significant. Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.3.6 of the DEIR. The Project-specific evaluation of emissions demonstrates that Project construction-source and operation-source air pollutant emissions would result in exceedances of regional thresholds for criteria pollutants VOCs, NOx, CO, PM_{10}, and $PM_{2.5}$ for which the project region is in non-attainment for ozone and particulate matter. Therefore, Project impacts would be significant on a project-specific and cumulative basis for those emissions. The Project is required to comply with Mitigation Measures MM 4.3-1 through 4.3-17, which would reduce impacts to the extent feasible. Even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures, the Project's construction NOx and operational VOC, NOx, CO, PM_{10}, and $PM_{2.5}$ emissions would exceed South Coast AQMP regional thresholds of significance.

Several mitigation measures were recommended by commenters on the DEIR. These measures were evaluated in the FEIR and were: 1) already required through regulatory requirements, project design features, or mitigation; 2) added as mitigation and included, herein; or 3) determined to be infeasible.

For example, due to the reasons described under Section 5.1.1 "Substantial Evidence" above, the requirement that all heavy-duty vehicles must be zero emission was found to be economically and technologically infeasible because they are not commercially available for the foreseeable future. Additionally, regulations that control heavy-duty truck emissions are the responsibility of the State and outside of the responsibility and control of the City. Therefore, pursuant to Section 21081(a)(3) of the California Public Resources Code, control of tailpipe emissions are within the responsibility and jurisdiction of another public agency and have been adopted by that other agency. See FEIR, Response to Comments B-34 through B-63 and D-4 through D-29.

As such, Project impacts are considered significant and unavoidable. The City finds that the above mitigation measures are feasible, are adopted, and will reduce air quality impacts attributable to the proposed Project to the extent feasible. Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

- ❑ **Substantial Evidence**

Construction

Construction is expected to occur over a 56-month period. The Project consists of grading (including blasting) of the Project site, construction of the proposed buildings, and eventual operation of the completed proposed buildings. South Coast AQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

DEIR Table 4.3-6, *Maximum Daily Peak Construction Emission Summary*, shows that estimated maximum daily construction emissions without mitigation resulting from Project construction will exceed criteria pollutant thresholds established by the South Coast AQMD for VOC and NO_X during construction activity. Therefore, impacts would be potentially significant.

After application of regulatory controls such as Rule 403, the Project construction-source emissions would exceed South Coast AQMD regional thresholds for VOC and NO_X emissions prior to mitigation. With the implementation of Mitigation Measure MM 4.3-1 (see above), however, Project construction-source emissions of VOCs would be reduced to less than significant levels. Even after implementation of Mitigation Measure MM 4.3-2, NO_X emissions would still exceed applicable South Coast AQMD thresholds.

With respect to NOx, based on discussions with contractors regarding availability of equipment in Riverside County, it is anticipated due to the size of the Project that there may be a lack of availability of sufficient Tier 4 equipment for construction of the Project. Accordingly, notwithstanding Mitigation Measure MM 4.3-2 which requires use of Tier 4 equipment to the extent feasible, to evaluate the effect of mitigation on NOx impacts from construction, it is conservatively assumed that 50% all off-road diesel construction equipment used for project construction would be available to comply with

Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent and the remaining 50% with Tier 3 off-road emissions standards. Applying these assumptions, after implementation of Mitigation Measure MM 4.3-2, Project construction-source emissions with respect to NOx is considered significant and unavoidable. (DEIR pp. 4.3-38 to 4.3-39, 4.3-54)

Operation

Operational activities for summer and winter scenarios are presented in DEIR Table 4.3-7, *Summary of Peak Operation Emissions*. During Phase 1, the Project would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO_X. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, impacts would be potentially significant.

The Project would exceed regional thresholds of significance established by the South Coast AQMD for emissions of CO, VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 1, the Project would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO_X. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$. (DEIR pp. 4.3-39 to 4.3-41)

Even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above (see MM 4.3-3 through MM 4.3-17), the Project's operational NOx, CO, PM_{10}, and $PM_{2.5}$ emissions would exceed the applicable regional thresholds of significance. As such, Project operational-source NOx, CO, PM_{10}, and $PM_{2.5}$ emissions are considered significant and unavoidable.

It should be noted that, approximately 91% of the Project's NO_X emissions, 93% of the Project's CO emissions, 99% of the Project's PM_{10} emissions, and 97% of the Project's $PM_{2.5}$ emissions are derived from vehicle usage which cannot be directly regulated by the City. Neither the Project Applicant nor the Lead Agency can substantively or materially affect reductions in project-related vehicular source emissions beyond the regulatory requirements, and mitigation measures identified herein. While there are no feasible mitigation measures that would reduce vehicular emissions, as discussed in the mitigation measures section above, the Project will install electric vehicle supply equipment in accordance with California Building Code which will allow charging stations to be supplied based on demand. Charging stations could lead to less use of gasoline-burning automobiles over time as more electric vehicles and trucks come into usage, and thus, would result in less air pollutant emissions. Additionally, the Project would be required to implement on-site renewable energy to offset 20% of the expected energy demand for the commercial and industrial land uses as required by compliance with the County of Riverside's Climate Action Plan (CAP). Hence, overall, there are no additional feasible mitigations that would reduce emissions consistent with the 2015 Air Quality Attainment Plan, and this impact is considered significant and unavoidable.

The majority of the Project's NO_X and PM_{10}, and $PM_{2.5}$ emissions are derived from are from the transportation sector, and vast majority of the project's emissions are associated with emissions generated by trucks. In general, the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover and eventually utilizing electric trucks as they become available 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 and electric vehicle usage are forecasted to be needed to achieve the overall state emissions reductions goals. Regulating tailpipe emissions is beyond the scope of the Project Applicant or the City and no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

The Project would also be required to be consistent with the provisions of interior and exterior bicycle storage as a sustainable design strategy consistent with CALGreen. Furthermore, the Project would install 60 electric vehicles (EV) charging stations and clean air/vanpool parking stalls at the Project site, which would contribute to and support the use of more EVs and ridesharing and consequently reduce air quality emissions associated with passenger vehicle travel.

Emissions associated with 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 would reduce air quality emissions and GHG emissions from the medium and heavy-duty trucks when implemented:

- CARB's Mobile Source Strategy focuses on reducing emissions 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. 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.

In addition, the US EPA, CARB, and South Coast AQMD are currently in the rule development processes for the following strategies:

- US EPA Cleaner Truck Initiative: In response to a petition from SCQMD, the US EPA has committed to updating its truck engine standard to reduce NOx emissions.

- CARB's Transport Refrigeration Unit Regulation. Measure to reduce residual risk from TRUs by transitioning to zero-emission technologies.

- CARB's Advanced Clean Truck Rule: Requires truck manufacturers to sell an increasing percentage of zero-emission trucks by 2030 (up to 15% or 50%, depending on truck type). Also, this proposed rule would require one-time fleet reporting for large businesses.

- CARB's Zero-Emission Fleet Rule: Would require some fleets to transition to zero-emissions.

- CARB's Heavy-Duty Low NOx Program: Would set new statewide engine standards, test cycles, and warranty and durability requirements to reduce NOx from trucks.

- CARB's Heavy-Duty Inspection/Maintenance Program: Would set new inspection and maintenance requirements to ensure emissions controls are functioning properly.

- South Coast AQMD's Warehouse Indirect Source Review (ISR): South Coast AQMD adopted an ISR rule for warehouse distribution centers 100,000 square feet and larger. The Warehouse ISR requires warehouse projects to implement facility-based measures or pay a fee that would reduce local air quality emissions.

These strategies would contribute to reducing heavy duty truck emissions associated with the Project over time. The Project would not conflict with these strategies. Trucks on site are required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, currently in effect, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.

Additionally, the Project applicant proposes the Project Design Features (PDFs) 8-1 through PDF 8-5 and Mitigation Measure MM 4.8-1 that would be incorporated into the Project design and constructed or implemented as part of the Project. PDFs are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the Project. These measures are all designed to reduce GHG emissions attributable to the Project. Although not quantifiable, some of these measures will have a co-benefit of reducing air quality emissions. Therefore, the emissions summary shown in DEIR Table 4.3-7 is a conservative forecast of air quality emissions and the Project is likely to be less than the total shown in DEIR Table 4.3-7 above.

Despite the design features and mitigation measures provided by the Project and the anticipated regulations implemented by the US EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the Project would exceed the South Coast AQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB. In addition, regarding VOC, it is important to note that the majority of on-site operational VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project Applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable South Coast AQMD thresholds and are considered significant

and unavoidable. Therefore, the Project would result in a significant and unavoidable impact. (DEIR pp. 4.3-51 to 4.3-58)

5.1.3 CUMULATIVE IMPACTS

Impact Statement: The Project would result in cumulatively considerable air quality impacts for construction (NOx) and operational regional emissions for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$.

❑ Finding

Potential cumulative impacts of the Project related to air quality are discussed in detail in Section 4.3.7 of the DEIR. The Project would result in and cause NAAQS or CAAQS violations due to exceedance of regional thresholds for which the regional is in nonattainment for ozone and particulate matter. The Project would require a General Plan Amendment. Furthermore, the Project would exceed applicable regional thresholds for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$, on a project- and cumulative level, see section 5.1.2, above. As such, the Project is considered to be inconsistent with the AQMP and a significant impact would occur. The Project is required to comply with Mitigation Measures MM 4.3-1 through 4.3-17, which would reduce impacts to the extent feasible. The implementation of mitigation measures, the Project's emissions-reducing design features and operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies would globally promote timely attainment of AQMP air quality standards and would bring the Project into conformance with the AQMP to the extent feasible. However, impacts would remain significant and unavoidable. The City finds that the above mitigation measures are feasible, are adopted, and will reduce air quality impacts attributable to the proposed Project.

Several mitigation measures were recommended by commenters on the DEIR. These measures were evaluated in the FEIR and were: 1) already required through regulatory requirements, project design features, or mitigation; 2) added as mitigation and included, herein; or 3) determined to be infeasible. For example, due to the reasons described under Section 5.1.1 "Substantial Evidence" above, the requirement that all heavy-duty vehicles must be zero emission was found to be economically and technologically infeasible because they are not commercially available for the foreseeable future. Additionally, regulations that control heavy-duty truck emissions are the responsibility of the State and outside of the responsibility and control of the City. Therefore, pursuant to Section 21081(a)(3) of the California Public Resources Code, control of tailpipe emissions are within the responsibility and jurisdiction of another public agency and have been adopted by that other agency. See FEIR, Response to Comments B-34 through B-63 and D-4 through D-29.

Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

❑ Substantial Evidence

The cumulative study area for air quality includes the City 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 the ambient air quality standards. Thus, with 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 close proximity 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. The Project would exceed the Project-specific regional significance thresholds for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$ emissions. Therefore, impacts with regard to those thresholds would be cumulatively considerable.

As shown in DEIR Table 4.3-6, *Maximum Daily Peak Construction Emission Summary*, construction activities associated with the Project would exceed the significance results established by the South Coast AQMD for VOC and NO_X. However, as discussed above, with the implementation of Mitigation Measure MM 4.3-1, Project construction-source emissions of VOCs would be reduced to less than significant levels and NOx would remain significant and unavoidable. Accordingly, impacts associated with Project-related construction emissions for NOx would be significant and cumulatively considerable.

As shown in DEIR Table 4.3-7, *Summary of Peak Operation Emissions*, Project operation-source emissions would exceed the South Coast AQMD regional thresholds of significance for emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, impacts associated with Project-related operational emissions would be significant and cumulatively considerable. (DEIR pp. 4.3-49 to 4.3-50)

As discussed in Sections 5.1.1 and 5.1.2, the Project would implement development-specific air quality mitigation measures (Mitigation Measures MM 4.3-1 through 4.3-17), to reduce the Project's construction-source and operational-source air pollutant emissions. Additionally, incorporation of contemporary energy-efficient technologies and operational programs, and compliance with South Coast AQMD emissions reductions and control requirements would reduce Project air pollutant emissions. However, with implementation of all feasible mitigation measures, Project's emissions-reducing design features, and operational programs, impacts would remain significant and unavoidable. (DEIR pp. 4.3-50 to 4.3-54)

5.2 GREENHOUSE GAS EMISSIONS

5.2.1 PROJECT DESIGN FEATURES

The Project includes the following Project Design Features (PDFs) that serve to reduce the Project's Greenhouse Gas (GHG) impacts. The PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation of the PDFs.

PDF 8-1 Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, and all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

PDF 8-2 All roofs within the Project shall be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater.

PDF 8-3 Occupant sensing lighting that dims to at least 50% when unoccupied shall be installed within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

PDF 8-4 Office space heating within warehouses must utilize heat pumps with ducting insulation of R-4.2 or greater.

PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 minutes while on site in compliance with the City of Beaumont Idling Ordinance.

5.2.2 THRESHOLD A

Impact Statement: The Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.8.7 of the DEIR. Project GHG emissions will result in a total of approximately 63,911.07 $MTCO_2e$ per year, which would exceed the 3,000 $MTCO_2e$ per year threshold. Therefore, impacts are significant. The Project applicant proposes the Project Design Features (PDFs) 8-1 through PDF 8-5 which are measures all designed to reduce GHG emissions attributable to the Project. Moreover, the Project is required to comply with Mitigation Measures MM 4.3-3 through MM 4.3-17 and MM 4.8-1, which would reduce GHG impacts to the extent feasible. However, even with the implementation of mitigation measures, the Project's GHG emissions are estimated to be approximately 60,638.09 MT CO_2e per year and impacts would remain significant and unavoidable. The City finds that the above PDFs and mitigation measures are feasible, are adopted, and will reduce GHG impacts attributable to the proposed Project. 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.

Several mitigation measures were recommended by commenters on the DEIR. These measures were evaluated in the FEIR and were: 1) already be required through regulatory requirements, project design features, or mitigation; 2) added as mitigation and included, herein; or 3) determined to be infeasible. For example, due to the reasons described under Section 5.1.1 "Substantial Evidence" above, the

requirement that all heavy-duty vehicles must be zero emission was found to be economically and technologically infeasible because they are not commercially available for the foreseeable future. Additionally, regulations that control heavy-duty truck emissions are the responsibility of the State and outside of the responsibility and control of the City. Therefore, pursuant to Section 21081(a)(3) of the California Public Resources Code, control of tailpipe emissions are within the responsibility and jurisdiction of another public agency and have been adopted by that other agency. See FEIR, Response to Comments B-34 through B-63 and D-4 through D-29.

Pursuant to Section 21081(a)(3) of the California Public Resources Code, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

- ❑ **Substantial Evidence**

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 (DEIR Table 4.8-3, *Amortized Annual Construction Emissions*).

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, and the focus is on these three 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.

Operational emissions generated by the proposed Project at full buildout (i.e., 2027) are used to indicate the total amount of GHG emissions for on-going operational emissions. Emissions will be generated when Phase 1 and Phase 2 of the Project become operational. Prior to mitigation, Phase 1 GHG emissions will commence when Phase 1 becomes operational and are estimated to be 17,296.43 MT CO_2e per year. Phase 1 and Phase 2 combined emissions are estimated to be 58,708.70 MT CO_2e per year beginning in 2025 when Phase 2 is completed and becomes operational. The emissions sources from Phase 1 and Phase 2 are the same as for full buildout at Phase 3. The same project design features and individual mitigation measures will be implemented for Phase 1 and Phase 2 operations as each is built and occupied as shown for Phase 3. Because total emissions are lower in Phase 1 and Phase 2 than in total buildout in Phase 3 which becomes operational in 2027, reporting emissions from the Project at full buildout is more conservative since the Project at full buildout would result in more total emissions than either Phase 1 or Phase 2 alone or combined. As such, the analysis conservatively reports emissions totals associated with the Project.

Annual GHG emissions were calculated for operation of the Project under Project Buildout scenario (Year 2027) as shown in DEIR Table 4.8-4, *2027 Project Buildout GHG Emissions*. The Project will result in a total of approximately 63,911.07 $MTCO_2e$ per year, without mitigation. 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 (79%). The next largest sources of emissions would be from energy usage (12%) followed by waste (5%). Project Buildout GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold; therefore, the Project would generate greenhouse gas emissions that may have a significant impact on the environment. Impacts related to GHG emissions are considered significant. (DEIR pp. 4.8-34 to 4.8-36).

The Project would be required to implement Air Quality Mitigation Measures MM 4.3-3 through MM 4.3-17, listed above which also serve to reduce GHG emissions, and MM 4.8-1, as follows:

MM 4.8-1 Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures identified in DEIR Table 4.8-6, which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.

Mitigation Measures MM 4.3-3 through 4.3-17 and MM 4.8-1 reduce emissions attributable to the proposed project for both air quality and GHG emissions. However, most of the measures cannot be quantified due to some uncertainty of the exact level of use or details needed to provide substantial evidence of reductions. As an example, the CalEEMod model does not provide reductions for the 60 EV charging systems and the TDM Program does not have enough detail to quantify at this time. Therefore, the Project GHG emissions with mitigation is a conservative forecast of GHG emissions.

As shown in DEIR Table 4.8-10, *2027 Project Buildout GHG Emissions with Mitigation*, the annual GHG emissions associated with the Project under Project Buildout scenario (Year 2027) with the implementation of mitigation measures are estimated to be approximately 60,638.09 MT CO_2e per year, which exceeds the 3,000 MT CO_2e per year threshold.

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

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible; there is no local program available at this time that would meet CEQA's criteria for this

to be a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA's definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City, as Lead Agency and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be verifiable. International offsets may also be difficult to verify and guarantee. Notably, CARB does not have enforcement authority over such reductions, let alone the City. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project and impacts would remain significant and unavoidable. (DEIR pp. 4.8-60 to 4.8-61)

5.2.3 THRESHOLD B

Impact Statement: The Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.8.7 of the DEIR. The Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG emissions. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 $MTCO_2e$ per year. As such, a significant GHG impact would occur as a result of the proposed Project. The Project is required to comply with Mitigation Measures MM 4.3-3 through 4.3-17 and MM 4.8-1, which would reduce impacts to the extent feasible, however, impacts would remain significant and unavoidable. Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR.

❑ Substantial Evidence

As previously stated, pursuant to 15064.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards such as complying with an applicable plan to determine the significance of impacts from GHG emissions. Plans adopted for the purpose of reducing GHG emissions are the City's CAP (Sustainable Beaumont), County of Riverside CAP, SCAG's Connect SoCal, and City and County General Plan policies related to GHG emissions. A consistency analysis with the City's and County of Riverside CAP along with the SCAG's Connect SoCal, City and County General Plan is shown in DEIR Tables 4.8-5 through 4.8-9. As shown in these tables, the

Project would not conflict with the City approved Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions in 2015 (which has not been updated), the County of Riverside Climate Action Plan (CAP) (which does not apply to the Project after annexation into the City), SCAG's 2020-2045 RTP/SCS (Connect SoCal), the Riverside County General Plan policies related to the reduction of GHG emissions (which do not apply to the Project after annexation into the City), and the City's General Plan goals and policies related to reducing GHG emissions. (DEIR pp. 4.8-37 to 4.8-59)

A consistency analysis with the City's and County of Riverside CAP along with the SCAG's Connect SoCal, City and County General Plan is also presented below.

City of Beaumont CAP Consistency

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. Although it has expired, nevertheless, as shown in Table 4.8-5, *Applicability of Sustainable Beaumont Goals*, the Project would not conflict with the plan's goals. Accordingly, the Project would have a less than significant impact.

Table 4.8-5 Applicability of Sustainable Beaumont Goals

Sustainable Beaumont Goal	Applicability
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 will incorporate low flow water fixtures and implement water reducing features (see DEIR Tables 3-2 and 4.8-6).

Sustainable Beaumont Goal	Applicability
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.
Goal 7: Decrease GHG emissions through reducing vehicle miles traveled.	**No Conflict.** The Project will incorporate a TDM program to reduce vehicle miles traveled, as required by Mitigation Measure MM 4.3-6.
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% 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 DEIR Table 4.8-6).
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, 2022d, Table 4-3)

County of Riverside CAP Consistency

The Project includes annexation into the City of Beaumont from the County of Riverside. Under the County of Riverside Climate Action Plan (CAP), projects that generate more than 3,000 MT CO2e, can be determined to be consistent with the County's CAP if the projects implement a minimum of 100 points based on the County's CAP Screening Tables. The Screening Tables establishes a points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. For informational purposes, the Project is also shown to be consistent with the Riverside County CAP. As shown in Table 4.8-6, *CAP Screening Table for GHG Implementation Measures*, the Project would achieve a minimum of 581 points, which is significantly more than the required minimum of 100 points to determine consistency with the County's CAP. As such, the project would be consistent with the goals and objectives of the County's CAP which aims to reduce GHG emissions through design and operational controls.

Table 4.8-6 CAP Screening Table for GHG Implementation Measures

Feature	Description	Points
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10-A.3 Cool Roofs	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.B.1 Heating/Cooling Distribution System	Distribution loss reduction with inspection (HERS Verified Duct Leakage or Equivalent)	8
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.6 Artificial Lighting	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	5
EE10.B.7 Appliances	Energy Star Commercial Refrigerator and Commercial Dishwasher	4
E1B.1 Photovoltaic	Solar Photovoltaic panels or wind installed on buildings or in collective arrangements such that the total power provided augments: 20% of the power needs of the Project. e.g., 30%= 8 points, 40% = 12 points, 50% = 16 points, 60% = 19 points	19
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water)	3
W2.E.1 Toilets	Water Efficient Showerheads (2.0 gpm)	2
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	3
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
W2.E.4 Faucets	Water Efficient dishwasher (20% water savings)	2
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5
	Car/vanpool program with preferred parking	2
T3.A.3 Employee Bicycle/Pedestrian Programs	Bike lockers and secure racks Showers and changing facilities	3
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
T4.B.1 Electric Vehicle (EV) Recharging	Install EV charging stations in garages/parking areas	480[a]

Feature	Description	Points
S1.B.1 Recycling	Provide separated recycling bins within each building/floor and provide large external recycling collection bins at central location for collection trash pick-up.	2
	Total Points	**581**
	Minimum Target	**100**

Source: (Urban Crossroads, 2022d, Table 4-1)

[a] The Project is anticipated to include 60 EV charging stations. Per the Screening Tables, each station is 8 points.

SCAG's 2020–2045 RTC/SCS (Connect SoCal)

The 2020-2045 RTP/SCS, developed with input from local governments, including the City of Beaumont, establishes GHG emissions goals for automobiles and light-duty trucks for 2035, 2045 and establishes an overall GHG target for the region that is consistent with the statewide GHG-reduction targets for the post-2020 statewide GHG reduction goals. The 2020-2045 RTP/SCS links appropriate land use planning with the goal of improving the efficiency of the region's network to serve the mobility needs of goods and people. The RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, support the vital goods movement industry, and use resources more efficiently.

Table 4.8-7, *SCAG Connect SoCal Applicability Analysis*, provides an evaluation of the of the Project consistency with the 2020-2045 RTP/SCS goals. Additionally, while VMT associated with heavy duty trucks involved in goods movement is generally outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles, the 2020-2045 RTP/SCS includes the following goods-movement strategies that could benefit the Project from a regional and macro-scale level:

- **Clean Freight Corridor System/East-West Freight Corridor.** Establishing a freight corridor system to connect the San Pedro Ports and industrial cluster areas in Los Angeles and the Inland Empire.

- **Truck Bottleneck Relief Strategy.** Working to relieve the top 57 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions.

- **Truck Climbing Lanes.** Installing dedicated truck climbing lanes along key corridors, such as Interstate 10 (I-10), I-15, State Route 60 (SR-60), to enable other vehicles to move at a faster pace, thereby reducing congestion.

Table 4.8-7 SCAG Connect SoCal Applicability Analysis

Connect SoCal Goal Number	Goal Statement	Applicability
1	Encourage regional economic prosperity and global competitiveness.	**No Conflict.** This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. The Project Applicant proposes to develop the Project site with industrial and commercial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. New job opportunities generated by the Project would improve the jobs to housing balance within the City (see DEIR Section 4.14, Population and Housing). Accordingly, the Project would not impede the economic development in the City of Beaumont or the region.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No Conflict.** The Project site is located approximately 12.4 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 edge 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 2.0 miles north of the Project site, and I-215, which is located approximately 14.6 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 policy 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.

Connect SoCal Goal Number	Goal Statement	Applicability
4	Increase person and goods movement and travel choices within the transportation system.	**No Conflict.** The Project involves the development of a contemporary industrial park that abuts a developing industrial area along a regional transportation network (SR-60, I-10 and I-79). The Project would generate approximately 5,456 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.
5	Reduce greenhouse gas emissions and improve air quality.	**No Conflict.** An analysis of the Project's environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in DEIR Section 4.3, *Air Quality*. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations. Additionally, as discussed herein, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the County of Riverside CAP requirement by achieving 581 points, which is significantly more than the required minimum of 100 points to determine consistency. Furthermore, as demonstrated in Table 4.8-5 of the Draft EIR, the Project would not conflict with the City's Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. Although the Project would exceed the City's GHG significance threshold of 3,000 MTCO2e per year, all feasible mitigation measures have been included to reduce GHG impacts. Specifically, Mitigation Measures 4.3-3 through 4.3-13 relating to air quality would also reduce GHG impacts and Mitigation Measure 4.8-1 requires verification that the Project would achieve 581 points from the County CAP Screening Table for GHG Implementation Measures. Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.

Connect SoCal Goal Number	Goal Statement	Applicability
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, historically vacant and undeveloped, with industrial and commercial buildings 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 City 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.** 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.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**No Conflict.** The implementation of the Project would result in the development of the Project site with industrial, commercial, and open space/conservation uses. Implementation of the Project would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	**No Conflict.** The Project site is in a rural yet developing area of the City of Beaumont. The Project site contains natural lands and contains suitable habitat for native wildlife or plant species. In general, the Project site's natural lands are in the northwestern and

Connect SoCal Goal Number	Goal Statement	Applicability
		southeastern portions, while development would occur in the northeast portion of the site. The Project Applicant proposes to designate 263.5 acres as Open Space and Open Space-Conservation (PAs 9 and 10), including the Project's northwestern and southeastern portions. These areas would remain undeveloped. Additionally, the Project site does not support agricultural uses. Therefore, implementation of the Project would not interfere with the City's ability to promote the conservation of natural and agricultural lands and the restoration of habitats.

Implementing SCAG's RTP/SCS will help reduce the regional GHG emissions from transportation, thus helping to achieve statewide emission reduction targets. As shown, the Project would be consistent with and would not conflict with the stated goals of the RTP/SCS; therefore, the proposed Project would not interfere with SCAG's ability to achieve the region's year post-2020 mobile source GHG reduction targets outlined in the RTP/SCS.

County of Riverside General Plan

The Riverside County General Plan has many policies that help reduce GHG emissions. Policies that indirectly contribute to reducing GHG emissions include Land Use strategies for improving air quality by emphasizing alternative transportation options for communities, energy conservation, reduce automobile use, and more. GHG reduction programs and measures listed in the CAP also support and help most of these General Plan policies. Table 4.8-8, *County of Riverside General Plan Applicability Analysis*, provides an analysis of the Project's consistency with County of Riverside General Plan goals and policies related to reducing GHG emissions. As shown in Table 4.8-8, the Project would not result in any inconsistency with the applicable County General Plan goals and policies, even though they would not be applicable after annexation. Accordingly, the Project would have a less than significant impact.

Table 4.8-8 County of Riverside General Plan Applicability Analysis

General Plan Policy	Applicability
Land Use	
LU 2.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.	**No Conflict.** The Project would require a General Plan Amendment and therefore the Project would not be consistent with the County's General Plan Land Use Plan and Area Plan Land Use Maps. However, the Project would provide a broad range of land uses and accommodate land use development in accordance with policies (a–g). Specifically, the Project would provide a broad range of land uses on the Project site. The Project would allow

General Plan Policy	Applicability
b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible. e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Project would concentrate employment growth near entertainment in a housing-rich community adjacent to SR-60 and the City of Beaumont's Interstate Employment Subarea. This subarea will be developed with industrial and commercial land uses. Therefore, the Project would not conflict with General Plan Policy LU 2.1.
LU 4.1 Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate. j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.	**No Conflict.** The Beaumont Pointe Specific Plan provides an industrial/commercial business park that capitalizes on the property's location south of SR-60. The Project would complement the existing and planned land uses in this portion the City of Beaumont. The Project site is within the northwestern portion of the City's SOI and is bordered to the east by land designated for industrial and commercial uses. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. As discussed in DEIR Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street.

General Plan Policy	Applicability
r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.	The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. Therefore, the Project would not conflict with General Plan Policy LU 4.1.
LU 8.12 Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.	**No Conflict.** The Project would generate a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The Project would provide opportunities for positive economic benefit to the City and County. The Project would create 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. Refer also to DEIR Section 4.14, Population and Housing. Therefore, the Project would not conflict with General Plan Policy LU 8.12.
LU 11.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	**No Conflict.** As discussed previously, the Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses, which would create a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The Project would accommodate a wide variety of users, and would be economically competitive with similar industrial buildings in the local area and region. Therefore, the Project would not conflict with General Plan Policy LU 11.1.
LU 11.3 Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	**No Conflict.** The Project site is in proximity to SR-60 and the City of Beaumont's Interstate Employment Subarea, which will be developed with industrial and commercial land uses. 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. Therefore, the Project would not conflict with General Plan Policy LU 11.3.
LU 11.4 Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	**No Conflict.** The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant

General Plan Policy	Applicability
	proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy LU 11.4.
LU 11.5 Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project would be consistent with the County's CAP requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions. Therefore, the Project would not conflict with General Plan Policy LU 11.5.
Circulation	
C 5.2 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	**No Conflict.** As shown on DEIR Figure 3-14, *Master Landscape Plan*, the Project provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting; and selected to complement and enhance the setting of the site, while ensuring the conservation of the site's natural vegetation and habitats. Alternative plant species may be used provided that they are drought-tolerant and complement the Project's design theme. As disused in DEIR Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy C 5.2.
Multipurpose Open Space	
OS 1.4 Promote the use of recycled water for landscape irrigation.	**No Conflict.** As disused in DEIR Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy OS 1.4.
OS 16.1 Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California	**No Conflict.** 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

General Plan Policy	Applicability
Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.	emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project would comply with Title 24 of the California Code of Regulations and proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Therefore, the Project would not conflict with General Plan Policy OS 16.1.
OS 16.2 Specify energy efficient materials and systems, including shade design technologies, for county buildings	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment. Additionally, as shown on DEIR Figure 3-14, *Master Landscape Plan*, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy OS 16.2.
OS 16.8 Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.	**No Conflict.** The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy OS 16.8.
OS 16.9 Encourage increased use of passive, solar design and day-lighting in existing and new structures.	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment. Additionally, 20% of the Project's energy consumption would be from solar consistent with the CAP requirement. Furthermore, the Project's architecture would include skylights and clerestory windows to

General Plan Policy	Applicability
	allow for increased use of passive solar design and day-lighted in new structures. Therefore, the Project would not conflict with General Plan Policy OS 16.9.
Air Quality	
AQ 4.1 Require the use of all feasible building materials/methods which reduce emissions.	**No Conflict.** During the Project's construction phase, water would be sprayed throughout the site to abate dust particulate emissions. Air quality impacts are address in DEIR Section 4.3, *Air Quality*. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures 4.3-2 through 4.3-9, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations. Additionally, the Project is consistent with the CAP requirement that 20% of the Project's energy consumption would be from solar. As such, the Project would not conflict with General Plan Policy AQ 4.1.
AQ 4.2 Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project would include the use of energy efficient heating/cooling equipment, water heaters, and appliances. As such, the Project would not conflict with General Plan Policy AQ 4.2.
AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.	**No Conflict.** As discussed in DEIR Section 4.3, *Air Quality*, the Project would comply with applicable air district rules and control measures to reduce operational air quality emissions. All feasible mitigation measure has been incorporated to reduce air quality impacts to the extent feasible. Therefore, the Project would not conflict with General Plan Policy AQ 4.6.
AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**No Conflict.** The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Therefore, the Project would not conflict with General Plan Policy AQ 5.1.
AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and

General Plan Policy	Applicability
	energy efficient heating/cooling equipment. Additionally, as shown on Figure 3-14, *Master Landscape Plan*, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy AQ 5.4.
AQ 8.6 Encourage employment centers in close proximity to residential uses.	**No Conflict.** The Project would generate a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The land to the north of the Project site, on the opposite side of SR-60 is designated for residential uses. The Project would create 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. Therefore, the Project would not conflict with General Plan Policy AQ 8.6.
AQ 8.8 Promote land use patterns which reduce the number and length of motor vehicle trips.	**No Conflict.** 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 4th Street, and access to the SR-60 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. 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. Therefore, the Project would not conflict with General Plan Policy AQ 8.8.
AQ 8.9 Promote land use patterns that promote alternative modes of travel.	**No Conflict.** The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy AQ 8.9.

General Plan Policy	Applicability
AQ 20.3 Reduce VMT and GHG emissions by improving circulation network efficiency.	**No Conflict.** As discussed in DEIR Section 4.17, *Transportation*, Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts. The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. The Project would locate industrial uses adjacent to SR-60, a 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; thereby improving goods movement circulation efficiency. As demonstrated herein, impacts related to GHG emissions are less than significant. Therefore, the Project would not conflict with General Plan Policy AQ 20.3.
AQ 20.6 Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.	**No Conflict.** As shown in DEIR Table 4.8-6, the Project would provide a total of 15 electric vehicle charging stations and electric conduit for truck charging. Therefore, the Project would not conflict with General Plan Policy AQ 20.6.
AQ 20.7 Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities.	**No Conflict.** The Project would provide employment opportunities within close proximity to residential uses. The Project would create 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. Therefore, the Project would not conflict with General Plan Policy AQ 20.7.
AQ 20.10 Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs to reduce energy consumption. Additionally, 20% of the Project's energy consumption would be from solar consistent with the CAP requirement. Additionally, as shown on Figure 3-14, *Master Landscape Plan*, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to provide adequate shading. Therefore, the Project would not conflict with General Plan Policy AQ 20.10.
AQ 20.11 Increase energy efficiency of the new developments through efficient use of utilities (water,	**No Conflict.** As discussed in DEIR Table 4.8-6, the Project shall implement the County of Riverside's 2019

General Plan Policy	Applicability
electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.	Climate Action Plan (CAP) Screening Table Measures which include energy efficient heating/cooling system, water heaters, appliances, water efficient irrigation systems, and recycle water. Therefore, the Project would not conflict with General Plan Policy AQ 20.11.
AQ 20.13 Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.	**No Conflict.** As disused in DEIR Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy AQ 20.13.
AQ 20.14 Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.	**No Conflict.** As shown in DEIR Table 4.8-6, the Project would include water efficient landscaping. Additionally, as disused in Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. Therefore, the Project would not conflict with General Plan Policy AQ 20.14.
AQ 20.17 Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.	**No Conflict.** As discussed in DEIR Section 4.20, *Wildfire*, the Project would implement on-site defensible space (FMA and fuel maintenance zone), which would consist of asphalt roadways, parking stalls, loading zones, irrigated landscaping, and irrigated slope protecting landscaping to preclude wildfire impacts. Therefore, the Project would not conflict with General Plan Policy AQ 20.17.

City of Beaumont General Plan

Table 4.8-9, *City of Beaumont General Plan Applicability Analysis*, provides an analysis of the Project's consistency with the City's General Plan goals and policies related to reducing GHG emissions. As shown in Table 4.8-9, the Project would not result in any inconsistency with the applicable General Plan goals and policies. Impacts regarding the Project's consistency 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. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 $MTCO_2e$ per year, even after implementation of all feasible mitigation measures. As such, the Project's GHG emission impacts would be significant.

Table 4.8-9 City of Beaumont General Plan Applicability Analysis

General Plan Policy	Applicability
Land Use and Community Design (Chapter 3)	
Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.	
Policy 3.1.12: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.	**No Conflict.** The Project site is bordered to the west and to the south by open space and conservation land uses. The Specific Plan designates PA 9 for Open Space, which accommodates landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the Open Space – Conservation in PA 10. These areas would not be developed with the Project's proposed structures. Some disturbance would occur within the areas designated as Open Space; however, the disturbance would be limited to grading and landscaping. Therefore, the Project would establish a buffer between open space areas and urban development and would not conflict with General Plan Policy 3.1.12.
Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety	
Policy 3.7.2: Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.	**No Conflict.** Passive recreational opportunities are provided to employees and visitors of Project site through curb-adjacent sidewalks and pedestrian paths. These amenities encourage and enhance pedestrian activity throughout the Project. Provisions for sidewalks and pedestrian walkways, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 4, Design Guidelines, of the Specific Plan. The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way. The Project provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting. Landscaping is selected to complement and enhance the setting of the site, while ensuring the conservation of the site's natural vegetation and habitats. Therefore, the Project would create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalks, and high-quality building frontages. As such, the Project would not conflict with General Plan Policy 3.7.2.
Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.	

General Plan Policy	Applicability
Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.	**No Conflict.** The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from 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 with General Plan Policy 3.8.3.
Mobility (Chapter 4)	
Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.	
Policy 4.1.5: Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.	**No Conflict.** The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street. Therefore, the Project would not conflict with General Plan Policy 4.1.5.
Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.	
Policy 4.3.5: Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.	**No Conflict.** The Project involves a mixed development of 232.6 acres of light industrial use, 30.2 acres of commercial use (i.e., hotel, restaurants, recreation-based retail uses), 124.7 acres of open space, and 152.4 acres of open space - conservation use. The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. Because the Project would integrate land use and transportation infrastructure to support a balanced mix of land uses, the Project would not conflict with Policy 4.3.5.
Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.	
Policy 4.4.3: Improve safety for all active transportation users.	**No Conflict.** The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from 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 with General Plan Policy 4.4.3.

General Plan Policy	Applicability
Health and Environmental Justice (Chapter 6)	
Policy 6.7.2: Continue to work with State, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.	**No Conflict.** There are no existing pollutants on site as the Project site is vacant and undeveloped. The Project would comply with State and federal Community-Right-to-Know laws, which allow the public to access information regarding the information about the amounts and types of chemicals that may be used by businesses on the Project site. Therefore, the Project would not conflict with General Plan Policy 6.7.2.
Policy 6.7.5: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.	**No Conflict.** During the Project's construction phase, water would be sprayed throughout the site to abate dust particulate emissions. Additionally, Mitigation Measure MM 4.3-2 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 that Tier 4 Final equipment is not available. Therefore, the Project would not conflict with General Plan Policy 6.7.5.
Community Facilities and Infrastructure (Chapter 7)	
Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.	
Policy 7.3.6: Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.	**No Conflict.** As disused in DEIR Section 4.19, *Utilities and Service Systems,* and Section 4.8, *Greenhouse Gas Emissions,* the Project would commit to using graywater (purple pipe) irrigation Recycled water will be utilized and used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street (350 feet east of the Project site in the existing right of way). As such, the Project would not conflict with General Plan Policy 7.3.6.
Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.	

General Plan Policy	Applicability
Policy 7.6.1: Encourage new construction and additions to avoid "Red List" materials and chemicals.[10]	**No Conflict.** Refer to General Plan Policy 6.7.1. As concluded in DEIR Section 4.9, Hazards and Hazardous Materials, construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited 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. The Project Applicant proposes to develop the Project site with industrial and commercial uses. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, toxic substances hazardous materials, etc.) could be used during the course of daily operations at the Project site. As concluded in DEIR Section 4.9, 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. Therefore, the Project would not conflict with General Plan Policy 7.6.1.
Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.	
Policy 7.7.3: Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.	**No Conflict.** The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, *Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991*. Therefore, the Project would not conflict with General Plan Policy 7.7.3.
Conservation and Open Space (Chapter 8)	
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	**No Conflict.** As discussed in DEIR Section 3.0, *Project Description*, the Project shall implement the County of

[10] The "Red List" includes the worst types of materials and chemicals used in the building industry that are harmful to humans and the environment. For a list of material included on the "Red List," see: https://living-future.org/declare/declare-about/red-list/

General Plan Policy	Applicability
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	Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include 20% project energy generated from solar, cool roofs and water efficient landscaping. The Project would achieve a minimum of 201 Screening Table Points. Additionally, the Project would include skylights and clearstory windows to maximize day lighting. Therefore, the Project would not conflict with General Plan Policy 8.1.5.
Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.	**No Conflict.** 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). The Project proposes conventional industrial and commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would comply with current Title 24 energy efficiency standards and due to the continued upgrades to Title 24 standards new construction would be comparable to, or less than, other industrial projects of similar scale and configuration in terms of energy use. Compliance with the Riverside County CAP provides additional energy efficiencies that exceed Title 24. Therefore, the Project would not conflict with General Plan Policy 8.1.7.
Safety (Chapter 9)	
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.	**No Conflict.** As discussed in DEIR Section 3.0, *Project Description*, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment, and on-site solar to provide 20% of the Project's energy requirements. Additionally, as shown on DEIR Figure 3-14, *Master Landscape Plan*, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of

General Plan Policy	Applicability
• 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.	groundcovers. Therefore, the Project would not conflict with General Plan Policy 9.10.2.
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.	**No Conflict.** As discussed in DEIR Section 4.19, *Utilities and Service Systems*, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. The Project will comply with CAP points for increased efficient use of water both inside the building and for landscaping irrigation. Additionally, the Project would be required to comply with Chapter 17.06 of the Municipal Code. Therefore, the Project would not conflict with General Plan Policy 9.10.3.
Land Use (Chapter 11)	
Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.	
Policy 11.12.1: Promote the use of energy and water conservation technologies and practices. Policy 11.12.3: Consider sustainable development practices that reduce energy and water demand.	**No Conflict.** The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. 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). The Project would comply with Title 24 of the California Code of Regulations and proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration.

General Plan Policy	Applicability
	As discussed in DEIR Section 4.19, Utilities and Service Systems, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policies 1.12.1 and 11.12.3.
Policy 11.12.4: Ensure that new development does not result in wind and solar access impacts.	**No Conflict.** As shown in DEIR Table 4.8-6, 20% of the Project's energy consumption would be from solar consistent with the CAP requirement. Furthermore, the Project's architecture would include skylights and clerestory windows to allow for increased use of passive solar design and day-lighted in new structures. Therefore, the Project would not conflict with General Plan Policy 11.12.4.
Policy 11.12.6: Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.	**No Conflict.** The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy 11.12.6.

The Project would be required to implement Mitigation Measures MM 4.3-3 through MM 4.3-17 and MM 4.8-1, above. As discussed under Section 5.2.2, above, even with incorporation of all feasible mitigation measures, impacts would exceed the applicable 3,000 MT CO_2e threshold of significance and remain significant and unavoidable.

5.2.4 CUMULATIVE IMPACTS

Impact Statement: The Project would result in a cumulatively considerable impact related to GHG emissions.

❑ **Findings**

Potential cumulative impacts of the Project related to GHG emissions are discussed in detail in Section 4.8.8 of the DEIR. CEQA Guidelines Section 15130(f), 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 Sections 5.2.2 and 5.2.3, above). Because GHG impacts would exceed the applicable 3,000 MT CO_2e threshold of significance, project impacts are cumulatively considerable under CEQA Guidelines Section 15130(f). The Project would not conflict with plans, policies, and regulations

adopted for the purpose of reducing the emissions of GHG emissions. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 $MTCO_2e$ per year. As such, a significant impact would occur as a result of the proposed Project. The Project is required to comply with Mitigation Measures MM 4.3-3 through 4.3-17 and MM 4.8-1, which would reduce impacts to the extent feasible, however, impacts would remain significant and unavoidable.

Several mitigation measures were recommended by commenters on the DEIR. These measures were evaluated in the FEIR and were: 1) already required through regulatory requirements, project design features, or mitigation; 2) added as mitigation and included, herein; or 3) determined to be infeasible. For example, due to the reasons described under Section 5.1.1 "Substantial Evidence" above, the requirement that all heavy-duty vehicles must be zero emission was found to be economically and technologically infeasible because they are not commercially available for the foreseeable future. Additionally, regulations that control heavy-duty truck emissions are the responsibility of the State and outside of the responsibility and control of the City. Therefore, pursuant to Section 21081(a)(3) of the California Public Resources Code, control of tailpipe emissions are within the responsibility and jurisdiction of another public agency and have been adopted by that other agency. See FEIR, Response to Comments B-34 through B-63 and D-4 through D-29.

Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

- ❑ **Substantial Evidence**

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 off-site 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 Section 15064(h)(3). As discussed, incorporation of mitigation would contribute to minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 $MTCO_2e$/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant. (DEIR p. 4.8-59)

5.3 NOISE

5.3.1 THRESHOLD A

Impact Statement: The Project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise 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.

❑ Findings

Potential impacts of the Project related to Threshold a are discussed in detail in Section 4.13.7 of the DEIR. The Project's incremental noise level represents the difference between the Existing (baseline) conditions and the Existing plus Project Buildout conditions. The Project would result in a significant impact from off-site traffic-related noise at four roadway segments (#1, #4, #5, and #6) due to the added Project traffic. Therefore, the Project-related off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact. Both rubberized asphalt and off-site noise barriers are considered as potential noise mitigation measures to reduce the potentially significant off-site traffic noise level increases. However, due the reasons outlined below neither form of mitigation is recommended for implementation since they would not eliminate or substantially lessen the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments. No feasible mitigation measures exist to reduce Project traffic noise impacts. Impacts would remain significant and unavoidable. Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

❑ Substantial Evidence

Operational Noise Impact Analysis – Off-Site Traffic Noise

To evaluate off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following scenarios:

- Existing (2020) plus Project Conditions
  - Existing plus Project (Phase 1)
  - Existing plus Project (Phase 1 + 2)
  - Existing plus Project (Project Buildout)
- Opening Year Conditions
  - Opening Year (2023)
    - Without Project
    - With Project (Phase 1)
  - Opening Year (2025)
    - Without Project
    - With Project (Phase 1 + 2)
  - Opening Year (2027)
    - Without Project
    - With Project (Project Buildout)
- Horizon Year (2045) Conditions
  - Without Project
  - With Project

The Project would result in a significant impact from operational traffic noise during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6, listed below). Additionally,

during Existing (2020) plus Project conditions, the Project would result in a significant impact for roadway segment #1. Under Opening Year (2025) plus Project Conditions, the Project would result in a significant impact for one roadway segment (segment #6). Project off-site traffic noise level ranges for each of the scenarios is provided in DEIR Tables 4.13-15 to 4.13-21.

DEIR Table 4.13-22, *Off-Site Traffic Incremental Noise Level Increase Summary*, presents a summary of the cumulative and project incremental noise level increases presented in Table 4.13-15 to Table 4.13-21 for each of the six-study area roadway segments by traffic condition. As shown, four of the following study area roadway segments are shown to experience potentially significant off-site traffic noise level increases due to the added Project traffic. Therefore, the Project's contribution to off-site traffic noise would result in a substantial permanent increase in ambient noise levels and Project-related impacts on the following road segments would be significant:

- Potrero Boulevard south of Oak Valley Parkway (Segment #1).
  - Project Increment Increase of 1.6 dBA, which is over the threshold of 1.0 dBA.
- 4th Street east of Potrero Boulevard. (Segment #4).
  - Project Increment of 5.8 dBA, which is over the threshold of 1.0 dBA
- 4th Street east of Veile Avenue (Segment #5).
  - Project Increment of 6.5 dBA, which is over the threshold of 1.0 dBA
- 4th Street west of Potrero Boulevard. (Segment #6).
  - Project Increment of 21.2 dBA, which is over the threshold of 0.0 dBA (DEIR pp. 4.13-29 to 4.13-34)

As analyzed in DEIR Sections 4.13.10 and 4.13.11 and further discussed below, no feasible mitigation measures exist to reduce Project traffic noise impacts during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6); and under Opening Year (2025) plus Project Conditions, for one roadway segment (segment #6).

Significant off-site traffic noise level increases identified under Existing Conditions do not have the potential to occur, since the Project will not be fully developed and occupied under existing conditions, but rather under future conditions. Additionally, Segments #4, #5, and #6 are located in industrial areas and are not located immediately 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 SOI. 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 receptors 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 General Plan Figure 4.9, and truck trips would be routed through an industrial area to Potrero Boulevard.

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 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 with the City's General Plan policies and implementation actions would reduce impacts to the extent feasible but would remain significant and unavoidable. (DEIR, pp. 4.13-39 to 4.13-40)

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% 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 the truck engine and exhaust stack height above the pavement itself. 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, as previously stated, is due to the noise source height difference between automobiles and trucks. While rubberized asphalt will provide some noise reduction, this noise study recognizes that 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 substantially lessen off-site traffic noise levels, rubberized asphalt is not proposed as mitigation for the Project and

the off-site Project-related traffic noise level increases at adjacent land uses under Existing Conditions would remain significant. (DEIR, p. 4.13-40)

Off-Site Noise Barriers

Since existing and future noise-sensitive receiving land uses are located adjacent to the impacted roadway segments in the Project study area, off-site noise barriers were considered in this analysis as a potential traffic noise mitigation measure to reduce the 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. As previously discussed, 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. Installation of a wall would be infeasible because it would require: 1) installation of a minimum 11.5-foot wall approximately 2.75 miles along 4th Street (from the eastern project boundary to Veile Avenue) and approximately 0.25 miles along Potrero (from SR-60 to 4th Street); 2) permission from multiple landowners would need to be obtained; 3) a wall is currently constructed along Potrero from Oak Valley Parkway to SR-60; 4) installation of a wall would block views; and 5) there are no sensitive receptors along 4th Street or Potrero south of SR-60. Furthermore, the wall would not block traffic-related noise where gaps would be required for curb cuts and vehicle access.

As such, off-site noise barriers would not be feasible and would not lower the off-site traffic noise levels below a level of significance, and therefore, noise barriers are not proposed as mitigation for the Project. (DEIR, p. 4.13-41)

Summary

Both rubberized asphalt and off-site noise barriers are considered as potential noise mitigation measures to reduce the potentially significant off-site traffic noise level increases. However, due the reasons outlined above neither form of mitigation is recommended for implementation since they would not substantially lessen or eliminate the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments. Therefore, Project-related off-site traffic noise level increases are considered significant and unavoidable under Project-level and cumulative conditions. (DEIR, p. 4.13-41)

5.3.2 CUMULATIVE IMPACTS

Impact Statement: The Project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise in the vicinity of the Project in excess of standards under cumulative conditions, as detailed in Section 5.3.1, above.

❑ Findings

Potential cumulative impacts of the Project related to noise are discussed in detail in Section 4.13.8 of the DEIR. The Project would result in a significant impact from off-site traffic-related noise at four roadway segments (#1, #4, #5, and #6). Therefore, off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact. No feasible mitigation measures exist to reduce or eliminate Project traffic noise impact and impacts would remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the EIR.

❑ Substantial Evidence

The traffic-related noise analysis contained in the Noise Impact Analysis (DEIR *Technical Appendix J*) for Opening Year (2023, 2025, 2027) and Horizon Year (2045) was based upon the Project's Traffic Impact Analysis (DEIR *Technical Appendix K1*) which considers impacts based on the addition of related projects as well as ambient growth. The percentage of ambient growth and cumulative development traffic applied to each cumulative scenario is detailed in Section 4.7 of the Traffic Analysis Report (DEIR *Technical Appendix K1*). As shown in DEIR Table 4.13-22, the Project's traffic-related noise impacts would be significant for four roadway segments: #1 (Potrero Boulevard south of Oak Valley Parkway); #4 (4th Street east of Potrero Boulevard); #5 (4th Street east of Veile Avenue); and #6 (4th Street west of Potrero Boulevard). Therefore, the Project's traffic-related noise impacts along study area roadway segments would be cumulatively considerable and result in a significant cumulative impact.

5.4 TRANSPORTATION

5.4.1 THRESHOLD B

Impact Statement: The Project would conflict with CEQA Guidelines Section 15064.3, subdivision (b).

❑ Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 4.17.7 of the DEIR. The Project would result in a significant VMT impact. The Project is required to comply with Mitigation Measure MM 4.17-1, which would reduce impacts to the extent feasible; however, impacts would remain significant and unavoidable. The City finds that the above mitigation measures are feasible, are adopted, and will reduce some of the proposed Project transportation impacts attributable to trips generated by the proposed Project. However, since implementation and effectiveness of TDM measures will vary according to the tenants which are unknown at this time, the extent and effectiveness of mitigation cannot be determined. The significance determination is based on a conservative worst-case scenario whereby it is assumed that effectiveness of VMT mitigation and project design features cannot be guaranteed based on research to date and therefore, the impacts are significant and unavoidable.

Pursuant to Section 21081(a)(3) of the California Public Resources Code the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures and alternatives identified in the EIR.

❑ **Substantial Evidence**

Since the Project does not meet any of the Project Type, Low VMT, or Transit Priority Area (TPA) screening criteria, a Project level VMT analysis was prepared to determine the Project impacts on VMT. Consistent with City VMT Guidelines, Project generated VMT includes all vehicle trips that are traced to the Project's transportation analysis zone. In addition, since the proposed Project also contains a significant amount of industrial land use, a calculation of Project VMT related to heavy-trucks has also been provided for informational purposes. The Project would result in a significant project generated VMT impact if the following condition is met:

- Baseline project generated VMT per service population (SP) exceeds 3% below the City of Beaumont current average VMT per service population. The City's current average VMT per service population is 27.87.

DEIR Table 4.17-2, *Project VMT per SP Comparison*, shows the Project Baseline VMT per SP compared to the City's adopted impact threshold. As shown, the Project's baseline VMT per SP is 39.19, which would exceed the City's current VMT per service population by 45%. As such, the Project's VMT impact is potentially significant. (DEIR, pp. 4.17-14 to 4.17-16)

As described in DEIR Section 4.17.10, Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts that were determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation TDM Strategy Assessment (Fehr & Peers, 2019) ("WRCOG Report") prepared for WRCOG and the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). In addition to specific tenancy considerations, which may affect the effectiveness of TDM measures, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. The analysis provided by WRCOG shows that a rural to suburban community like Beaumont without a well-developed transportation system is unlikely to achieve anywhere near a 15% reduction in VMT regardless of project-specific mitigation. The Project's suburban context acts to reduce the range of feasible TDM measures and moderates their potential effectiveness. Relevant discussion in this regard is presented in the following excerpt from the WRCOG Report:

> *The Technical Advisory relies on the Quantifying Greenhouse Gas Mitigation Measures, (CAPCOA) 2010 resource document to help justify the 15 percent reduction in VMT threshold stating, " . . . fifteen percent reduction in VMT are achievable at the project level in a variety of place types . . . ". A more accurate reading of the CAPCOA document is that a fifteen percent is the maximum reduction when combining multiple mitigation strategies for the suburban center place type. For suburban place types 10 percent is the maximum and requires a project to contain a diverse land use mix,*

> *workforce housing, and project-specific transit. It is also important to note that the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases* (Fehr & Peers, 2019, pp. 65-66).

Even under the most favorable circumstances, projects located within a suburban context, such as the proposed Project evaluated here, can realize a maximum 10% reduction in VMT through implementation of feasible TDM measures. This could result in reduction from 39.19 to 35.27 VMT per SP which would still exceed of the jurisdiction's current average VMT per SP threshold of 27.03 by 30.5%.

Given the City's rural/suburban land use context, the following TDM measures were identified as the most appropriate and incorporated into Mitigation Measure MM 4.17-1, below.

- Diversifying land use;
- Improving pedestrian networks;
- Implementing traffic calming infrastructure;
- Building low-street bicycle network improvements;
- Encouraging telecommuting and alternative work schedules; and
- Providing ride-share programs.

Consistent with VMT reduction measures described within CAPCOA and further evaluated within the WRCOG Report and City's VMT Guidelines, reductions to VMT shall include the strategies identified in Mitigation Measure MM 4.17-1. In addition to Mitigation Measure MM 4.17-1, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street. Additionally, Section 3.6, Energy Efficiency Development Criteria, of the Specific Plan includes the following TDM measures: car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool; and installation of electric vehicle charging stations (see DEIR pp. 3-18 to 3-19).

MM 4.17-1 Prior to the issuance of building permits, the Project Applicant shall incorporate the TDM measures identified below. Verification that the TDM measures completed shall be verified by the City's Public Works Director.

a. Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and, where applicable, transit.

b. Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the site.

c. Commute trip reduction (CTR) programs offered to encourage the use of biking.

d. Encourage CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

Project components and mitigation measures available to reduce VMT include: developing pedestrian network improvements, providing design features that encourage people to walk or bike instead of drive, implementing TDM measures such as those listed in Mitigation Measure MM 4.17-1, car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. Various design features are included in the Project to encourage pedestrian and bicycle activity (sidewalks and bicycle parking). Encouraging businesses to allow telecommuting and alternative work week hours and to use ridesharing programs also can reduce VMT, but the City has no jurisdictional authority to mandate the businesses practices of private enterprises. Additionally, while these measures would reduce VMT, there is no means to quantify any VMT reductions that could result, and even if VMT reductions could be quantified, it likely would not reduce impacts to less than significant.

It is also recognized that as the Project area and surrounding communities develop as envisioned under the City's General Plan (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 TDM measures. Additionally, the effectiveness of some of the TDM strategies that have potential to reduce the Project VMT are dependent on as yet unknown Project building tenant(s), which can change over time; and as noted above, "VMT reductions from TDM strategies cannot be guaranteed in most cases." Hence, relying on TDM programs tied to tenants would likely result in the need for on-going monitoring to verify performance Therefore, Project impacts related to VMT would be significant and unavoidable. (DEIR pp. 4.17-22 to 4.17-24)

5.4.2 CUMULATIVE IMPACTS

Impact Statement: The Project would result in a cumulative VMT impact since the Project was found to have a significant and unavoidable impact at the project level. The Project's baseline VMT per SP is 39.19, which would exceed the City's current VMT per service population by 45%.

❑ **Findings**

Potential cumulative impacts of the Project related to transportation are discussed in detail in Section 4.17.8 of the DEIR. The Project would result in a significant cumulative VMT impact. The Project is required to comply with Mitigation Measure MM 4.17-1, which would reduce impacts to the extent feasible; however, impacts would remain significant and unavoidable. The City finds that the above mitigation measures are feasible, are adopted, and will reduce some of the proposed Project transportation impacts attributable to trips generated by the proposed Project. However, since implementation and effectiveness of TDM measures will vary according to the tenants which are unknown at this time,

the extent and effectiveness of mitigation cannot be determined. The significance determination is based on a conservative worst-case scenario whereby it is assumed that effectiveness of VMT mitigation and project design features cannot be guaranteed based on research to date and therefore, the impacts are significant and unavoidable. Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described below, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives and mitigation measures identified in the EIR.

- ❑ **Substantial Evidence**

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 and unavoidable impact at the project level, it is also considered to be cumulatively considerable and therefore to have a significant cumulative impact. (DEIR p. 4.17-21)

The Project would be required to implement Mitigation Measure MM 4.17-1 to reduce VMT, including car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. However, for the reasons set for in Section 5.4.1, even with implementation of all feasible mitigation measures, impacts would not be substantially lessened and would remain significant and unavoidable.

6.0 OTHER CEQA CONSIDERATIONS

6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State 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 Section 15126.2[d]). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from environmental accidents associated with the project; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

❑ Finding

The Project's potential to result in significant irreversible environmental changes are discussed in detail in Subsection 5.2 of the DEIR. Significant irreversible environmental changes have been identified, as described below. The Project would permanently alter the site by converting vacant and undeveloped property to urban uses, which would commit future generations to similar uses. Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources; however, nonrenewable resources are not expected to negatively impact the availability of these resources. As demonstrated in the analysis presented throughout the DEIR, implementation of the proposed Project would not result in significant and unavoidable environmental effects that cannot be feasibly reduced to below levels of significance, with the exception of significant and unavoidable impacts to air quality, greenhouse gas emissions, off-site traffic noise, and VMT impacts.

❑ Substantial Evidence

Determining whether the Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Project site is currently and has historically been vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project would permanently alter the site by converting vacant and undeveloped property to urban uses, which would commit future generations to similar uses. This is a significant irreversible environmental change that would occur because of Project implementation.

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 because there is adequate supply (DEIR Section 4.6, Energy). 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 DEIR Section 4.6, *Energy*, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

An increased commitment of public and utility services (e.g., police, fire, sewer, and water services) would also be required, as it is for all projects, although to less than significant extent. Project development is an irreversible commitment of the land and energy resources and building materials. 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. (DEIR, p. 5-4)

6.2 GROWTH-INDUCING IMPACTS

CEQA requires a discussion of the ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines Section15126.2[e)]).

❑ Finding

The Project's potential to result in growth-inducing impacts is discussed in detail in Subsection 5.3 of the DEIR. For the reasons described in detail below, the Project will not 1) remove obstacles to growth because the infrastructure on site is designed and sized to only serve the Project and would not extend beyond the Project site; 2) result in the need to expand one or more public services (see Section 4.15, Public Services, of the DEIR); 3) encourage or facilitate economic effects that could result in other activities that could significantly affect the environment because it would provide jobs in a housing-rich area and will improve the jobs -housing ratio and it is anticipated that workers would come from the City and nearby in the region; and 4) involve a precedent setting action that could encourage and facilitate other activities that could significantly affect the environment because 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 . Additionally, Project development is occurring adjacent to an industrial corridor, as designated by the City. The development of the proposed commercial, industrial, and open uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties. Based on the entire record, the City finds that the Project would not directly or indirectly induce growth in the surrounding area which could result in a significant adverse effect to the environment.

❑ Substantial Evidence

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)?

No. While the Project would require the construction and extension of roadways and utility infrastructure to serve the development (DEIR Figure 3-8, *Conceptual Circulation Plan*, shows the Project's proposed circulation and roadway sizes and classifications), the Project is located at the end of a cul-de-sac, no further adjacent development is likely to occur near it, and roadway infrastructure on site is designed and sized to serve only the Project. The Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way, with access to the Project site from 4th Street, which would be constructed from Jack Rabbit Trail at the easterly edge of the Project site to provide a looped road system around the entire site. Since all proposed roadways would be constructed on site and for the exclusive purpose of serving the proposed development, the Project would not create major new infrastructure that could result in substantial, unplanned growth or remove obstacles to population growth or facilitate additional development.

The same assessment applies to utilities which are being extended to serve the Project. Water, reclaimed water, and sewer infrastructure is currently under construction to the center line of 4th Street 350 feet east of the eastern boundary of the Project site. As shown in DEIR Figures 3-9, 3-10, and 3-11, the proposed potable water, reclaimed water, and sewer system would connect to infrastructure lines from the Hidden Canyon Industrial Park project located immediately to the east to the Project to provide service to the Project site. The Project site is located at the end of a cul-de-sac and is surrounded by existing development to the east, the SR-60 to the north, and MSHCP conservation land to the west and to the south/southwest of the site, with rural mountainous lands directly to the south/southeast. Therefore, infrastructure would not extend beyond the Project site and would not induce population growth. Since all proposed utility infrastructure would connect to lines at the eastern edge of the Project site and would be sized to exclusively serve the proposed development, this Project infrastructure would not directly or indirectly remove obstacles to population growth or facilitate additional development.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

No. The Project would not require the expansion of existing public service facilities either to serve the Project or maintain desired levels of service. Implementation of the Project would result in an increased requirement for fire and police protection services. However, considering the existing resources available, the Project is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact. Development of the Project would not result in an increase in the population of the Project area and therefore would not increase the demand for schools, parks or libraries, which would require the construction of new or expanded public facilities. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would

occur. If these facilities or associated resources do need to be expanded in the future to accommodate planned growth within the City, funding mechanisms are in place through existing regulations and standard practices to obtain funds from each new project in the City to contribute to future expansion which would enable to City to accommodate 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?

No. 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 further growth. This occurs in suburban or rural areas where population growth results from a project and causes an increased demand for services 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.

While economic growth is expected to take place as a result of Project implementation from construction jobs, visitors to the commercial uses, and employees generated by the Project, it is anticipated that they will be drawn from the City and nearby and will not result in unplanned population growth within the City. The Project's employees (short-term construction and long-term operational) and visitors would likely be from the region and purchase goods and services from the Project.

As shown in DEIR Table 4.14-1, the City's population and employment has grown steadily over the past decades. As discussed in Section 4.14, *Population and Housing*, by 2045, the City is anticipated to have a population of 80,200 residents according to SCAG's Connect SoCal and 131,949 by 2040 based on City's estimates. Similarly, SCAG forecasted 15,900 jobs in the City by the year 2045 and the City's General Plan forecasted 21,497 jobs within the City limits (exceeding SCAG forecasts) and 16,727 jobs within the SOI, totaling 38,224 jobs within the City and its SOI by 2040 (City of Beaumont, 2020b). The Project's proposed 5,456 total jobs were anticipated by the City's General Plan and represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. Therefore, the Project's employment is within both SCAG and City growth forecasts and would contribute to a more balanced job-housing ratio (see DEIR Table 4.14-4). The Project, therefore, is not growth inducing.

The extent to which the new jobs created by a project are filled by existing residents makes a project not growth-inducing. Project construction would require temporary design, engineering, and construction-related jobs. It is anticipated that workers would come from the City and nearby in the region and would not relocate to the City. This would last until Project construction is completed. At

full-Project build out, the Project is estimated to generate approximately 5,456 permanent jobs.[11] 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, 2021b) 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 residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force has an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021), well above average for the state. Accordingly, the Riverside-San Bernardino-Ontario region contains an ample supply of potential employees 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 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 or the surrounding areas, the Project's introduction of employment opportunities on the Project site would not induce substantial unplanned 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?

No. The Beaumont General Plan Land Use and Community Design Element designates the Project site as Rural Residential The Project Applicant's proposed General Plan Amendment (GPA) PLAN2019-0284 would amend the City's General Plan Land Use Map to modify the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)." The Project Applicant also proposes to annex and incorporate the Project site into the City. As such, the Project Applicant is proposing Pre-Zone PLAN2019-0283 to amend the City's Zoning Map to include the Project site and classify the Project site as "Specific Plan (Beaumont Pointe Specific Plan)". 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. Project development is occurring adjacent to an industrial corridor, as

[11] Based on standard employment factors in the City's General Plan. Specifically, 1,000 s.f./employee for 4,500,000 s.f. Industrial Warehouse, 750 s.f./employee for 500,000 s.f. General Light Industrial, and 1,163 s.f./employee for 336,000 s.f. of Commercial.

designated by the City. The development of the proposed commercial, industrial, and open 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; 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 Section 151454). If any other property owner were to propose development of a property in the Project vicinity or in any part of the City, the development project would require evaluation under CEQA based on its own merits.

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, as the Project's proposed 5,456 total jobs represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. Accordingly, the Project would not directly or indirectly 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. Upon the approval of the General Plan Amendment, Pre-Zone, Specific Plan, VTPM, and Development Agreement for the Project, the Project would be consistent with the existing General Plan land use designation and Zoning classification for the Project site. (DEIR, pp. 5-5 to 5-8).

7.0 ALTERNATIVES

7.4.1 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected. 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 or substantially lessen one or more significant environmental impacts. The Project's significant impacts that cannot be mitigated to less than significant are: air quality, greenhouse gas emissions, noise, and VMT.

With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines Section 15126.6(f)(1) provides:

> *"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 a range of reasonable alternatives to be evaluated in the 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 avoided or substantially lessened significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. Alternatives that were considered but rejected are described below.

Alternative Sites

CEQA does not require that an analysis of alternate sites always be included in an EIR. 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 15126.6(f)(2)(A)). 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.

The Project proposes to develop an approximately 539.9-acre site with a maximum of 246,000 sf of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project Applicant has ownership and control over the Project site, and the Project site's location in proximity to SR-60, which provides direct access to the regional transportation network, connecting the site to the Ports of Long Beach and Los Angeles, adjacent to an existing industrial development (under construction) and away from residential uses is conducive to industrial and commercial development.

There are no alternative sites within the City or its sphere of influence that are similarly sized that would be suitable for industrial and commercial uses proposed by the Project. Other developable land within the City would either require a general plan amendment and zone change or would place industrial and commercial uses closer to established residential communities. Additionally, the Project Applicant does not own or control another suitable site that would achieve the underlying purpose and objectives of the Project. Moreover, an alternative site would not result in reduction of significant impacts.

Given the size and type of the proposed development, a similarly sized project and land use elsewhere in the South Coast Air Basin would result in the same or greater project-level and cumulative air quality, GHG emission, and transportation impacts. Significant unavoidable regional air quality and 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 whether located elsewhere in the City or region. The Project's location is preferrable for industrial and commercial development to other areas of the City because of its proximity to 1) the regional transportation network and major infrastructure, reducing vehicle miles traveled; and 2) within an industrial corridor separated from sensitive receptors (e.g. residential uses, schools, etc.), reducing potential located air quality and associated health risk 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.

As a result, this alternative was rejected from further consideration in the DEIR. (DEIR, pp. 6-5 to 6-6)

All-Commercial Alternative

The All-Commercial Only Alternative would propose the Project site for regional commercial uses only. This was considered as an alternative land use that met or partially met some basic Project objectives. Namely, the All-Commercial Alternative would have the ability to minimize the demand for water resources in support of Objective I and partially meet the following Project Objectives:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduce the need for members of the existing local workforce to commute long distances.

- Objective G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.

However, while the commercial uses under the All-Commercial Alternative would construct regional shopping uses providing shopping and restaurants, it would not provide wellness-based retail, including recreation or hospitality, thereby only partially meeting Project Objective E: Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants. Furthermore, this alternative would not meet the following objectives:

- •Objective A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.

- Objective F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.

- Objective H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high-quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.

Additionally, the All-Commercial Alternative was rejected from further consideration because it would not reduce or eliminate the Project's significant and unavoidable impacts for air quality, GHG emissions, or VMT. Based on the Institute of Transportation Engineers (ITE) trip rate for regional shopping centers (ITE 820), the All-Commercial Alternative would result in a substantial increase in vehicle trips in comparison to the Project. For example, a 750,000 square foot regional shopping center would generate 34,786 daily trips. Although this alternative would reduce truck trips, it would nearly double the Project's 16,266 daily trips resulting in a substantial increase in air quality emissions, GHG emissions, and transportation impacts. (see DEIR *Technical Appendix P*). (DEIR, pp. 6-5 to 6-8)

Rural Residential Alternative

A Rural Residential Alternative was considered that assumed rural residential uses consistent with the County's existing General Plan and zoning designations. The Project site is designated as Rural Mountainous (RM) in the County of Riverside General Plan, which allows single-family residential uses with a minimum lot size of 10 acres. Based on Riverside County Ordinance No. 348, the Project site is zoned Controlled Development Areas with a minimum 20-acre lot (W-2-20). Based on the County's existing general plan and zoning designations, the 539.9-acre Project site would be allowed to develop up to 27 rural residential units. However, the Project site is not well suited to rural development in that it lacks potable groundwater and would require use of septic tanks, which is discouraged. Although water, sewer and roadway infrastructure is available at the easternmost portion of the site, the limited number of units that could be constructed would not be able to sustain the costs

needed to develop roadways or to take the infrastructure connections across the site for these homestead type developments rendering such development infeasible. In addition, development of homes in very high and high severity fire hazard zones in such a dispersed development pattern significantly increases wildfire risk and is highly discouraged, and the amount of fuel modification required could also be difficult to achieve given the limited number of units that would be permitted. Additionally, this alternative would not meet any of the Project objectives. Therefore, this alternative was rejected from further consideration in the DEIR. (DEIR, p. 6-8)

7.4.2 ALTERNATIVES UNDER CONSIDERATION

A. No Project/No Development Alternative

- **Finding**

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire site would remain vacant and undeveloped. Under this alternative, no impact would occur and all significant and unavoidable impacts would be eliminated. However, none of the Project Objectives would be met and environmental benefits from the Project would not be constructed. Thus, The City finds that each of the reasons set forth below is an independent ground for rejecting the No Project/No Development Alternative, and by itself, independent of any other reason, justifies rejection of the No Project/No Development Alternative, and hereby rejects the No Project/No Development Alternative.

- **Substantial Evidence**

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 539.9-acre site would remain vacant and undeveloped. 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 DEIR Section 3.0).

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 the environmental benefits from the permanent conservation of 152.42 acres of natural habitat consistent with the MSHCP; implementation of stormwater drainage and water quality filtration features; and ignition resistant structures and other wildfire prevention protocols, parking areas, and irrigated landscaping within a HFHSZ and VHFHSZ that would be constructed by the Project. Specifically, drainage improvements or water quality features would not be installed and runoff would continue to flow northeast across the site to the 16 existing Caltrans maintained culverts, as it does under existing conditions. The four detention basins proposed under the Project, which remove pollutants from runoff and filter the water to meet water quality standards, would not occur. The No Project/No Development Alternative would not result in the removal of existing fuel sources or development of ignition resistant structures, parking areas, and irrigated landscaping within a VHFHSZ and HFHSZ, which reduces potential wildfire risks The No Project/No Development Alternative would also fail to meet all the Project Objectives, as described in DEIR Section 6.1.1. (DEIR, pp. 6-9 to 6-15)

B. Existing City General Plan Alternative

❑ Finding

The No Project - Existing General Plan Alternative considers development of the Project site with residential development of up to 383 single family units on the Project site. Under this alternative, impacts related to aesthetics, construction-related air quality, GHG emissions, energy, hazards and hazardous materials, noise, transportation, utilities and service systems, and some impacts from wildfire would be reduced and significant and unavoidable impacts related to operational-related air quality, off-site traffic-related noise, and transportation impacts would be eliminated. However, none of the Project Objectives would be met. Thus, The City finds that each of the reasons set forth above is an independent ground for rejecting the Existing City General Plan Alternative, and by itself, independent of any other reason, justifies rejection of the Existing City General Plan Alternative, and hereby rejects the Existing City General Plan Alternative.

❑ Substantial Evidence

In accordance with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project - Existing General Plan Alternative considers development of the Project site with land uses that are consistent with the existing City's General Plan land use designation. The City's General Plan designates the Project site as Rural Residential 1 which permits one single-family dwelling per one acre lot. The General Plan further anticipates that buildout of the Rural Residential 1 land use in the City's Sphere of Influence (SOI) would consist of up to 383 dwelling units. Accordingly, the Existing City General Plan Alternative considers that the Project site would be annexed into the City for a residential development of up to 383 single family units on the Project site. Under this alternative, the Project site would be graded within approximately the same boundaries as the limit of grading for the Project in order to create residential one acre lots.

The Existing City General Plan Alternative would reduce the number of vehicle trips by 78% and associated VMT, which is calculated based on square footage/dwelling units and the types of use. Therefore, implementation of the Existing General Plan Alternative would result in fewer impacts from construction-related air quality and GHG emissions that would occur from implementation of the Project. Under the Existing City General Plan Alternative, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ operational-related emissions would be reduced to approximately 29.78, 21.88, 27.45, and 8.11 pounds per day during summer and 28.26, 22.66, 27.45, and 8.11 pounds per day during winter, respectively (see *Technical Appendix P* of the DEIR). The South Coast AQMD thresholds for VOC, NO_X, PM_{10}, and $PM_{2.5}$ are 55, 55, 150, and 55, respectively. Therefore, this alternative would eliminate the Project's significant and unavoidable operational air quality emissions, and impacts under this alternative would be less than significant. Moreover, the Project would result in a net increase of 60,638.09 $MTCO_2e$ per year after the implementation of mitigation measures, which would be reduced to 5,131.02 $MTCO_2e$ per year under the Existing City General Plan Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but reduced compared to the Project.

Operational noise impacts would be reduced under this alternative for both on-site stationary noise sources and off-site traffic-related noise, since residential uses do not generate significant stationary noise sources and truck trips would be eliminated. Therefore, the Existing City General Plan Alternative would eliminate the Project's significant and unavoidable off-site traffic-related noise impacts that mainly occur due to truck trips, and impacts would be less than significant. As shown in DEIR Table 6-2, this alternative would also eliminate the Project's significant and unavoidable VMT impact, and impacts would be less than significant (see *Technical Appendix P* of the DEIR).

The Existing City General Plan Alternative would reduce impacts related to aesthetics, construction-related air quality, GHG emissions, energy, hazards and hazardous materials, noise, transportation, utilities and service systems, and some impacts from wildfire. By constructing ignition resistant buildings in a focused area, creating defensible space, and implementing vegetation management protocols, the Project would reduce the overall risk of wildfire spread on and off site while the development of homes in very high and high severity fire hazard zones in such a dispersed development pattern significantly increases wildfire risk, and the amount of fuel modification required could also be difficult to achieve given the limited number of units.

Additionally, this alternative would eliminate the Project's significant and unavoidable impacts related to operational-related air quality, off-site traffic-related noise, and transportation impacts. The Existing City General Plan Alternative would result in greater impacts related to population and housing, public services, and recreation compared to the Project. Impacts related to agricultural and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, and tribal cultural resources would be similar to the Project. The Existing City General Plan Alternative would also fail to meet all the Project Objectives, as described in DEIR Section 6.1.1. (DEIR, pp. 6-15 to 6-22)

C. Reduced Development Area and Intensity Alternative

❑ Finding

The Reduced Development Area and Intensity Alternative would result in a development with overall 50% reduction of commercial portion within Planning Areas 1 and 2 and an overall reduction of 995,000 sf of industrial portion. Due to the reduction in square footage, development area, and vehicular trips, impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology, and soils, GHG emissions, hydrology and water quality, noise, public services, transportation, and tribal cultural resources would be reduced. Impacts related to population and housing, therefore, would be greater under this alternative compared to the Project due to the decrease in the jobs-housing ratio. Moreover, all significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would remain. The Reduced Development Area and Intensity Alternative would meet most of the basic objectives including Project Objectives A, B, and F-I. As compared with the Project, this alternative would not meet the Project Objectives C, D, and E to the same extent, due to a reduced industrial and commercial building square footage and proportional reduction in employees and economic benefit. Thus, the City finds that each of the reasons set forth

above is an independent ground for rejecting the Reduced Development Area and Intensity Alternative, and by itself, independent of any other reason, justifies rejection of the Reduced Development Area and Intensity Alternative, and hereby rejects the Reduced Development Area and Intensity Alternative.

- ❑ **Substantial Evidence**

The Reduced Development Area and Intensity Alternative would result in an overall 50% reduction of commercial development within Planning Areas 1 and 2 and an overall reduction of 995,000 sf of industrial development. The reduction in industrial development would occur by eliminating 995,000 sf in Planning Area 8 and expanding Planning Area 7 to allow an additional 305,000 sf (up to 905,000 sf) of industrial development. Overall, the Reduced Development Area and Intensity Alternative would allow for up to 123,000 sf of commercial development, a 125-room hotel, and 4,000,000 sf of industrial development.

The Reduced Development Area and Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. Additionally, the Reduced Development Area and Intensity Alternative would result in a considerable reduction in grading activities (eliminating approximately 3 million cubic yards of cut and fill) which would result in the less construction-related air quality impact compared to the Project.

The Reduced Development Area and Intensity Alternative would reduce the number of vehicle trips by approximately 15% and associated VMT, which is calculated based on square footage and the types of use. Under the Project, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be 44.52, 143.99, 50.89, 15.25 pounds per day respectively during summer of Phase 1; 160.65, 461.71, 195.00, 57.71 pounds per day respectively during summer of Phase 2; 188.63, 470.01, 236.44, 69.23 pounds per day respectively during summer of Phase 3; 43.22, 151.09, 50.89, 15.25 pounds per day respectively during winter of Phase 1; 155.69, 485.80, 195.00, 57.71 pounds per day respectively during winter of Phase 2; and 179.96, 494.43, 236.44, 69.23 pounds per day respectively during winter of Phase 3. Under the Reduced Development Area and Intensity Alternative, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be reduced to approximately 156.97, 327.60, 188.64, 54.78 pounds per day respectively during summer and 149.44, 344.82, 188.64, and 54.78 pounds per day respectively during winter, respectively (see *Technical Appendix P* of the DEIR). The South Coast AQMD thresholds for VOC, NO_X, PM_{10}, and $PM_{2.5}$ are 55, 55, 150, and 55, respectively. Under this alternative, $PM_{2.5}$ emissions for both summer and winter would be reduced to a less than significant level, but the Project's operational air quality emissions for VOC, NO_X, PM_{10} emissions would remain significant and unavoidable. Moreover, the Reduced Development Area and Intensity Alternative would result in 48,007.58 $MTCO_2e$ per year of GHG emissions (approximately 83% mobile source) compared to the Project's 63,911.07 $MTCO_2e$ per year (approximately 80% mobile source) prior to the implementation of mitigation measures. This alternative would result in a reduction of GHG emissions by approximately 24.88% but would not avoid the Project's significant and unavoidable GHG impacts, since it would significantly exceed the threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but substantially lessened compared to the Project.

Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial and commercial square footage. However, Project-related off-site traffic noise level increases are considered significant and unavoidable. Noise impacts from the Reduced Development Area and Intensity Alternative would remain significant and unavoidable but reduced compared to the Project.

Construction and operation-related vehicle truck trips would be reduced under the Reduced Development Area and Intensity Alternative and Project trip generation would decrease vehicle trips by 15% from 16,266 trips-ends per day to 13,614 trips-ends per day. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. As shown, in DEIR Table 6-4, *Comparison of Project VMT to the Reduced Development Area and Intensity Alternative*, this alternative would also reduce VMT per service population by approximately 7% (from 39.19 to 36.45) compared to the Project (see DEIR *Technical Appendix P*). However, the Reduced Development Area and Intensity Alternative would continue to exceed the City's baseline VMT threshold of 27.03 and impacts would remain significant and unavoidable but reduced when compared to the Project.

The Reduced Development Area and Intensity Alternative would result in reduced impacts related to aesthetics, energy, hydrology and water quality, and public services, , due to the reduction in overall square footage, development area, and associated vehicular trips. Impacts related to biological resources, cultural resources, geology, and soils, and tribal cultural resources would be less than significant with mitigation and reduced compared to the Project. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would not be avoided but would be reduced from implementation of this alternative. In addition, this alternative would not achieve the maximum improvement in jobs housing ratio. Impacts related to population and housing, therefore, would be greater under this alternative compared to the Project due to the decrease in the jobs-housing ratio. Impacts related to agriculture and forestry resources, hazardous and hazardous materials, land use and planning, mineral resources, recreation, utilities and service systems, and wildfire would be similar to the Project.

The Reduced Development Area and Intensity Alternative would meet most of the basic objectives including Project Objectives A, B, and F-I, as described in Section 6.1.1 of the DEIR. As compared with the Project, this alternative would not meet Project Objectives C and D, and would not meet Project Objective E to the same extent, due to a reduced industrial and commercial building square footage and proportional reduction in employees and economic benefit:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.

- Objective E. Fulfilling a need in the City and region for wellness based retail, including entertainment, recreation, hospitality, and restaurants. (DEIR, pp. 6-22 – 6-30)

D. Reduced Intensity Alternative

❑ Finding

The Reduced Intensity Alternative would result in a development with 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel. Under this alternative, impacts related to air quality, energy, GHG emissions, noise, public services, and utilities and service systems would be reduced due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, recreation, transportation, tribal cultural resources, and wildfire would be similar to the Project. The Reduced Intensity Alternative would meet most of the basic objectives including Project Objectives A, B, and F–I, as described in DEIR Section 6.1.1. As compared with the Project, this alternative would not meet Project Objectives C, D, and E to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees. Thus, The City finds that each of the reasons set forth above is an independent ground for rejecting the Reduced Intensity Alternative, and by itself, independent of any other reason, justifies rejection of the Reduced Intensity Alternative, and hereby rejects the Reduced Intensity Alternative.

❑ Substantial Evidence

The Reduced Intensity Alternative would consider development of the Project site with a 10% reduction in industrial and commercial development. Under this alternative, the Project would allow for 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel. The development impact area would generally remain the same as the Project. Access to the site would be the same with a proportional reduction in the number of parking spaces. The Reduced Intensity Alternative was selected to reduce significant impacts associated with air quality, GHG emissions, noise, and transportation.

The Reduced Intensity Alternative would reduce the number of vehicle trips and associated VMT by 10%, which is calculated based on square footage and the types of use. Under the Reduced Intensity Alternative, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be reduced to approximately 188.63, 468.14, 236.20, 69.01 pounds per day during summer and 180.30, 491.49, 236.20, and 69.01 pounds per day during winter, respectively (see DEIR *Technical Appendix P*). Under the Project, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be 44.52, 143.99, 50.89, 15.25 pounds per day respectively during summer of Phase 1; 160.65, 461.71, 195.00, 57.71 pounds per day respectively during summer of Phase 2; 188.63, 470.01, 236.44, 69.23 pounds per day respectively during summer of Phase 3; 43.22, 151.09, 50.89, 15.25 pounds per day respectively during winter of Phase 1; 155.69, 485.80, 195.00, 57.71 pounds per day during winter of Phase 2; and 179.96, 494.43, 236.44, 69.23

pounds per day during winter of Phase 3, respectively. The South Coast AQMD thresholds for VOC, NO_X, PM_{10}, and $PM_{2.5}$ are 55, 55, 150, and 55, respectively. Therefore, this alternative would reduce the Project's operational air quality emissions, but all impacts would remain significant and unavoidable. The Project would result in approximately 63,911.07 $MTCO_2e$ per year (approximately 80% mobile source) with the implementation of PDFs and prior to the implementation of mitigation measures, which would be reduced by approximately 19.33% to 51,556.08 $MTCO_2e$ per year (approximately 84% mobile source) under the Reduced Intensity Alternative (see *Technical Appendix P* of the DEIR). However, the Project's significant and unavoidable GHG impacts would remain, since the alternative's GHG emissions would exceed the threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but substantially lessened compared to the Project.

As shown, in DEIR Table 6-6, *Comparison of Project VMT to the Reduced Intensity Alternative*, this alternative would slightly increase VMT per service population by approximately 1.61% (from 39.19 to 39.82) compared to the Project (see DEIR *Technical Appendix P*). Therefore, the Reduced Intensity Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable, but similar compared to the Project.

Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial and commercial square footage. However, Project-related off-site traffic-related noise level increases would remain significant and unavoidable. Noise impacts from the Reduced Intensity Alternative would remain significant and unavoidable for off-site traffic-related noise but reduced compared to the Project.

The Reduced Intensity Alternative would result in reduced impacts related to energy public services, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would not be avoided or substantially lessened from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, recreation, and wildfire would be similar to the Project. Impacts related to biological resources, cultural resources, geology, and soils, and tribal cultural resources would be less than significant with mitigation, and similar compared to the Project.

The Reduced Intensity Alternative would meet most of the basic objectives including Project Objectives A, B, and F–I, as described in DEIR Section 6.1.1. As compared with the Project, this alternative would not meet Project Objectives C, D, and E to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees and would not maximize opportunities to create jobs within the City, which are core components of Objectives C

and D The Reduced Intensity Alternative would result in a total of 4,700 jobs[12], a reduction in 756 jobs when compared to the Project-generated 5,456 jobs:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.

- Objective E. Fulfilling a need in the City and region for wellness based retail, including entertainment, recreation, hospitality, and restaurants. (DEIR, pp. 6-30 – 6-37)

E. Truck Storage Yard Alternative

❑ Finding

The Truck Storage Yard Alternative would result in a development of up to 246,000 sf of commercial development, a 125-room hotel, 4,000,000 sf of industrial development, and a truck storage yard for an approximately 20% decrease in total building square footage. Under this alternative, impacts related to air quality, energy, GHG emissions, noise, public services, and utilities and service systems would be reduced due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, transportation, tribal cultural resources, and wildfire would be similar to the Project; and impacts related to population and housing would be greater compared to the Project. The Truck Storage Yard Alternative would meet most of the basic objectives including Project Objectives, A, B, and E–I, as described in DEIR Section 6.1.1. As compared with the Project, this alternative would not meet Project Objectives C and D to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees. Thus, The City finds that each of the reasons set forth above is an independent ground for rejecting the Truck Storage Yard Alternative, and by itself, independent of any other reason, justifies rejection of the Truck Storage Yard Alternative, and hereby rejects the Truck Storage Yard Alternative.

[12] Based on standard employment factors in the City's General Plan. Specifically, 1,000 s.f./employee for 4,450,500 s.f. Industrial Warehouse, 750 s.f./employee for 45,000 s.f. General Light Industrial, and 1,163 s.f./employee for 221,400 s.f. of Commercial

- **Substantial Evidence**

The Truck Storage Yard Alternative would be the same as the Project except that it would replace the warehouse building in Planning Area 8 (approximately 1,000,000 sf) with a truck storage and lay down yard. Overall, the Project would allow for up to 246,000 sf of commercial development, a 125-room hotel, 4,000,000 sf of industrial development, and a truck storage yard for an approximately 20% decrease in total building square footage. It is assumed that the truck storage yard would be an ancillary use to one of the adjacent industrial warehouse buildings. The Truck Storage Yard Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The grading quantities and phases would be the same as the Project. The Truck Storage Yard Alternative would reduce the number of vehicle trips. Trip generation is calculated based on square footage and the types of use. The Truck Storage Yard Alternative would result in a total of 14,136 vehicle trips, compared to the Project's 16,266 trips (see DEIR *Technical Appendix P).*

The Truck Storage Yard Alternative would reduce the number of vehicle trips by 13% and associated VMT, which is calculated based on square footage and the types of use. Under the Project, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be 44.52, 143.99, 50.89, 15.25 pounds per day respectively during summer of Phase 1; 160.65, 461.71, 195.00, 57.71 pounds per day respectively during summer of Phase 2; 188.63, 470.01, 236.44, 69.23 pounds per day respectively during summer of Phase 3; 43.22, 151.09, 50.89, 15.25 pounds per day respectively during winter of Phase 1; 155.69, 485.80, 195.00, 57.71 pounds per day respectively during winter of Phase 2; and 179.96, 494.43, 236.44, 69.23 pounds per day respectively during winter of Phase 3, respectively. Under the Truck Storage Yard Alternative, the volume of VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions would be reduced to approximately 162.47, 322.85, 196.97, 57.09 pounds per day respectively during summer and 154.16, 350.34, 196.98, and 57.10 pounds per day respectively during winter, respectively. The South Coast AQMD thresholds for VOC, NO_X, PM_{10}, and $PM_{2.5}$ are 55, 55, 150, and 55, respectively. Therefore, this alternative would not reduce the Project's operational air quality emissions to a less than significant level and a significant unavoidable air quality impact would remain. Moreover, the Project would result in approximately 63,911.07 $MTCO_2e$ per year (approximately 80% mobile source) with the implementation of PDFs prior to the implementation of mitigation measures, which would be reduced by approximately 23.87% to 48,655.28 $MTCO_2e$ per year (approximately 83% mobile source) under the Truck Storage Yard Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but substantially lessened compared to the Project.

Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial square footage. However, Project-related off-site traffic noise level increases are considered significant and unavoidable. Noise impacts from the Truck Storage Yard Alternative would remain significant and unavoidable but reduced compared to the Project.

As shown, in DEIR Table 6-8, *Comparison of Project VMT to the Truck Storage Yard Alternative*, this alternative would result in a slight increase VMT per service population by 1.76% (from 39.19 to

39.88) compared to the Project (see DEIR *Technical Appendix P*). Therefore, the Truck Yard Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable, and similar to the Project.

Under the Truck Storage Yard Alternative, buildout would result in a total of 4,345 jobs, 1,111 fewer jobs compared to the Project's generated 5,456 jobs. However, the jobs-housing ratio would decrease from the Project's 0.92 to 0.85 for the City under existing plus Alternative Project conditions and from 0.93 to 0.88 under buildout year plus project conditions, creating a greater jobs-housing imbalance as compared to the Project, and would impede the project objective of maximizing the opportunity of increasing the jobs housing balance. Overall, impacts to population and housing would remain less than significant with this alternative, but would be greater than the Project.

The Truck Storage Yard Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, public services, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would not avoid or substantially lessened from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, transportation, tribal cultural resources, and wildfire would be similar to the Project; and impacts related to population and housing would be greater compared to the Project. The Truck Storage Yard Alternative would meet most of the basic objectives including Project Objectives, A, B, and E–I, as described in DEIR Section 6.1.1. As compared with the Project, this alternative would not meet the Project Objectives C and D to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees and would not maximize opportunities to create jobs within the City, which are core components of Objectives C and D:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances. (DEIR, pp. 6-37 – 6-44)

7.4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The City finds as follows with respect to selection of an environmentally superior alternative and, in accordance with Section 15126.5 of the CEQA Guidelines selects the Reduced Development Area and Intensity Alternative as the environmentally superior alternative. In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such

a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts.

Section 15126.6(e)(2) of the CEQA Guidelines states 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 commercial/industrial operations. There would be no impacts associated with a cumulatively considerable increase of VOC, NOX, PM_{10}, and $PM_{2.5}$ during construction and operation, and no 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 conservation of 152.42 acres of natural habitat; implementation of stormwater drainage and water quality filtration features; and ignition resistant structures, parking areas, and irrigated landscaping within a VHFHSZ and HFHSZ that would be constructed by the Project. Additionally, none of the Project Objectives would be met.

The Existing City General Plan Alternative would eliminate the Project's significant and unavoidable impacts related to operational-related air quality, off-site traffic-related noise, and transportation impacts. However, the Existing City General Plan Alternative would result in greater impacts related to population and housing, public services, and recreation compared to the Project due to the increase in residents. Additionally, none of the Project Objectives would be met.

The Reduced Development Area and Intensity Alternative is environmentally superior to the Project because the alternative reduces the commercial and industrial square footage of the Project the most (non-hotel commercial square footage by 50% and the industrial square footage of the Project by approximately 20%) and also reduces the development footprint, with resulting reductions in grading, construction and off-site vehicular travel. As shown in DEIR Table 6-9, *Comparison of Alternatives and Project-related Environmental Impacts*, the Reduced Development Area and Intensity Alternative would result in reduced impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hydrology and water quality, noise, public services, transportation, tribal cultural resources, and utilities and service systems, due to the reduction in overall square footage, development area, and associated vehicular trips. Despite the reductions to the Project scope under this alternative, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would be reduced but would continue to occur from implementation of this alternative. Impacts related to population and housing would be greater under this alternative compared to the Project but would not be significant. Impacts related to agriculture and forestry resources, hazardous and hazardous materials, land use and planning, mineral resources, recreation, and wildfire would be similar to the Project.

As shown on DEIR Table 6-10, *Alternatives Attainment of Project Objectives*, the Reduced Development Area and Intensity Alternative would meet Project Objectives A, B, and F–I, as described

in Section 6.1.1 of the DEIR. As compared with the Project, this alternative would not meet the following objectives to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees and economic benefit and would not maximize opportunities to create jobs within the City, which are core components of Objectives C and D:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.

- Objective E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants. (DEIR, pp. 6-44 – 6.45)

8.0 GENERAL CEQA FINDINGS

8.4.1 RECIRCULATION NOT REQUIRED

The City finds that the DEIR does not require recirculation under CEQA (CEQA Section 21092.1, CEQA Guidelines Section 15088.5).

(a) CEQA requires that the lead agency recirculate an EIR when significant new information is added to the EIR after public notice of its availability has previously been given but prior to its certification. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

(c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

(d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.

(e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

The DEIR documents changes to the DEIR. The DEIR provides additional analysis that was not included in the DEIR. Furthermore, Responses to Comments contained in the DEIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the DEIR. Furthermore, the Responses to Comments include substantial evidence that none of these comments provided substantial evidence that project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the DEIR. In addition, CEQA

Guidelines Section 15088.5(b) provides that "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR." Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-DEIR circulation requirement of proposed responses to comments submitted by public agencies.

The City staff, Planning Commission, and City Council have thoroughly reviewed the public comments received regarding the Project and the DEIR to determine whether any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption.

8.4.2 MITIGATION MONITORING AND REPORTING PROGRAM

To the extent that these Findings conclude that the proposed mitigation measures outlined in herein are feasible and have not been modified, superseded, or withdrawn, the City hereby commits to implementing these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City approves the proposed project. The mitigation measures that are referenced herein and adopted concurrently with these Findings will be effectuated through the process of construction and implementation of the proposed Project. In accordance with the Requirements of Public Resources Code § 21081.6, the City must adopt the Mitigation Monitoring Program, which is described in full in Section IV of the DEIR and is incorporated herein by this reference. The City reserves the right to make amendments and/or substitutions of mitigation measures if the City determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

8.4.3 CONSIDERATION OF RECORD; INDEPENDENT JUDGMENT

In approving the proposed Project, the City decision-makers have reviewed and considered the DEIR and appendices, the DEIR and appendices, and all other pertinent evidence in the record of proceedings. The Applicant's consultants prepared the screen check versions of the DEIR, DEIR and technical studies. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the Planning Department or other City representatives. As such, the DEIR, DEIR, technical studies, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

This Section specifically addresses CEQA Guidelines Section 15093, which requires the City, acting as the Lead Agency, to balance the benefits of the Project against its significant and unavoidable adverse environmental impacts and determine whether the benefits which will accrue from the development of the Project outweigh its significant and unavoidable impacts. If the City finds that the major benefits of the Project outweigh its significant and unavoidable adverse environmental impacts, the City may approve the Project. Each of the separate benefits listed below are hereby determined to be, in itself, and independent of the Project's other benefits, the basis for overriding all significant and unavoidable environmental impacts identified in the EIR.

As set forth in Section 3.0 above, the EIR identified all of the Project's adverse environmental impacts and mitigation measures that can reduce the Project's impacts to less-than-significant level where feasible, or to the lowest feasible levels. Mitigation imposed by the City must have a proportional nexus to the Project's impacts. As further set forth in Section 5.0, the EIR presents evidence that implementing the Project would cause or contribute to impacts that would remain significant and unavoidable even after the imposition of all feasible mitigation measures. Finally, as set forth in Section 7.0, herein, there are no feasible alternatives to the Project that would mitigate the Project's significant and avoidable impacts to less-than-significant level or avoid those environmental impacts while still attaining most of the Project's basic objectives. Based on the facts presented throughout this document, the City makes the following finding:

As the CEQA Lead Agency for the proposed Project, the City has reviewed the Project description and the alternatives to the Project, as presented in the EIR, and the City fully understands the Project and its alternatives. The City finds and determines that:

(i) the majority of the significant impacts of the Project will be reduced to less-than significant and acceptable levels by the mitigation measures described in the Final EIR and approved and adopted by these Findings;

(ii) the City's approval of the Project will result in certain significant adverse environmental effects that cannot be avoided even with the incorporation of all feasible mitigation measures into the Project; and

(iii) all potential adverse environmental impacts and all feasible mitigation measures to reduce the impacts from the Project have been identified in the DEIR, Final EIR and public testimony and there are no other feasible mitigation measures or feasible Project alternatives that would further mitigate or avoid the remaining significant environmental effects. The significant effects that have not been mitigated to a less-than-significant level are therefore considered significant and unavoidable. Having considered the potential for the Project to cause or contribute to significant and unavoidable adverse impacts to air quality, greenhouse gas emissions, noise, and transportation, the City hereby determines that all feasible mitigation measures have been adopted to reduce or avoid the significant and unavoidable impacts identified in

the EIR, and that no additional feasible mitigation or alternatives are available to further reduce or avoid significant impacts.

(iv) economic, social, and other considerations of the Project outweigh the Project's significant and unavoidable impacts and that approval of the Project is appropriate.

Despite the potentially significant impacts, it is the City's considered judgment that the benefits offered by the proposed Beaumont Pointe Specific Plan Project (Project) outweigh the potentially adverse effects of the significant impacts. Each of the twelve overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its potential adverse effects and each such consideration, standing alone, warrants approval of the Project. Each of the Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR, and the City therefore finds those impacts to be acceptable.

The Project would meet the following objectives:

A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.

B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.

C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

D. Creating 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. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.

F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.

G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.

H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.

I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.

1. **The Beaumont Pointe Specific Plan Project is consistent with and will contribute to achieving the policies, goals and objectives established by the City of Beaumont General Plan. Implementing the City's General Plan as a policy is a legal and social prerogative of the City.**

   The Beaumont General Plan Land Use and Community Design Element designates the Project site as Rural Residential 1. The Project Applicant's proposed GPA PLAN2019-0284 would amend the City of Beaumont's General Plan Land Use Map to modify the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)." The Beaumont Pointe Specific Plan is consistent with the General Plan policies, goals and objectives for these land use designations and other applicable General Plan policies, goals and objectives. With the approval of the proposed Project, including the Specific Plan, any future development plans and entitlement applications (tract maps, site plans, and other similar entitlements) would be required to comply with the Specific Plan and substantially conform to the standards and guidelines set forth in the other sections of the Specific Plan, as well as any other applicable City of Beaumont regulations and therefore would also be consistent with General Plan policies, goals and objectives. Although the Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, polices, or regulations adopted for the purpose of avoiding or reducing an environmental effect (DEIR, Table 4.11-1).

2. **The Beaumont Pointe Specific Plan Project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will dedicate natural habitat to the Regional Conservation Authority (RCA) pursuant to the Western Riverside County MSHCP.**

   The Project site is located in the MSHCP Criteria Area, within portions of independent Cells 933, 936, 1030, 1032, and 1125, as well as a portion of Cell Group A′, divided between two

Area Plans: The Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A′). The Project required a Criteria Refinement to approve the Specific Plan, as designed, to be consistent with the MSHCP Reserve Assembly requirements.

The Criteria Refinement analysis was approved and determined to be in concurrence with the MSHCP by the RCA, USFWS and the CDFW on November 9, 2022. On November 9, 2022, the Wildlife Agencies issued a letter to the City of Beaumont concurring with the RCA's Findings that the proposed Revised Criteria Refinement is superior or equivalent to conservation described within Proposed Core 3. In furtherance of the findings, the Project will be constructed in compliance with the Criteria Refinement analysis and the City will condition the Project to require shielded, wildlife friendly lighting for all outdoor lighting consistent with the MSHCP Urban/Wildlife Interface Guidelines (MSHCP Volume I, Section 6.1.4).

The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat and would be dedicated to the RCA as required by the Western Riverside County MSHCP. Additionally, 78.40 acres of off-site lands would be conserved and conveyed to the RCA.

3. **The Beaumont Pointe Specific Plan Project will contribute towards implementing employment opportunities in the City to improve the jobs-housing balance and to reduce unemployment within the City. Jobs for residents at a variety of income levels will be provided. The Project furthers the regional goals of Connect SoCal which designates the Beaumont area as a Job Center within a designated Priority Growth Area[13].**

   The Project would provide job opportunities close to home for Beaumont residents, which would subsequently help achieve a better job-to-housing balance within the City and the region (DEIR, Section 4.14). At full-Project buildout, the Project is estimated to generate approximately 5,456 permanent jobs. SCAG forecasted 15,900 jobs in the City by the year 2045; the Project's proposed jobs would represent approximately 34% of SCAG's forecast. The Project would contribute new employment to a housing-rich area contributing to an improved jobs-housing ratio of 0.92 for the City under existing plus Project conditions and 0.93 at Project buildout (DEIR, Table 4.14-4). Therefore, the Project would have a beneficial impact on the City's jobs-housing ratio and contribute to the City goal of reaching the recommended jobs-housing ratio of approximately 1.0. The Project would be within the anticipated business growth projections of the City and would contribute to a more balanced job-housing ratio.

[13] https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

4. **Development and construction of the Beaumont Pointe Specific Plan Project will create both temporary and permanent onsite jobs and will indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economies. Once the Project is completed, the Beaumont Pointe Specific Plan Project will ultimately spur the creation of both local and regional jobs, and there would be additional output and earnings to the local and regional economies.**

   Temporary construction and long-term operational jobs created by the Project would result in increased spending throughout the region, including in the City of Beaumont. It is anticipated that annual personal earnings would increase through the generation of new jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs. Employment generation associated with operation of the proposed buildings is discussed under Item 4, above. Refer to Exhibit A, Beaumont Point Specific Plan Fiscal Impact Analysis.

5. **The Beaumont Pointe Specific Plan Project will provide new development that will generate revenues for the City in the years and decades ahead. Once construction is completed, the facility will annually generate additional City revenue. This increased revenue from the development will be driven by sales tax, property tax, property tax in lieu of Motor Vehicle Licensing Fees, hotel lodging tax, business license fees and other tax, license, permit charges and fees as documented in the Fiscal Impact Analysis (Exhibit A).**

   The Project would have a positive fiscal impact on the City of Beaumont through construction and development of the Project, as well as throughout the life of the Project. The construction and development of the site would produce an economic stimulus as a result of the payment of one-time fees and recurring revenues. An Economic and Fiscal Impact Analysis was prepared for the Project in August 2023 by Development Planning & Financing Group (see Exhibit A.1). At Project buildout, the Project is expected to generate approximately $2,092,151 per year in property tax revenue (of which the City will receive approximately $523,038 per year) and $1,476,082 in Property Taxes In lieu of Motor Vehicle License Fee (MVLF). The hotel within the Project will generate approximately $547,500 per year in transient occupancy tax for the City, and $453,000 in annual sales tax to the City from the commercial components of the Project. This amounts to over $3.5 million in gross recurring annual revenues and over $1.5 million in net recurring annual general fund surplus paid to the City. Over a twenty-year period after Project buildout, assuming a 1% growth per year in Transient Occupancy Tax Revenue and a 2% growth per year for all other revenue categories, the Project is anticipated to generate $85,113,976 in total tax revenues to the City.

In summary, as documented in the Fiscal Impact Analysis (Exhibit A):

1. Property is anticipated to have a total assessed value of approximately $1.56 Billion at build-out. (Appendix B, Table 3)

2. The Project is anticipated to increase the City's job base by 22%. (City currently has approximately 24,300 employees. The Project is anticipated to create 5,451 new employees.) (Table 3)

3. The Project is anticipated to generate an annual General Plan surplus of $1.6MM at build-out. (At build-out, the Project is projected to generate $3.6MM of recurring annual revenue to the City. The Projected is anticipated to require $2.0MM of recurring annual expenditure to the City.) (Table 2)

4. The Project is anticipated to increase key recurring tax revenue to the City by 16%. (For the City's Adopted Budget for fiscal year 2023/2024, the City expects to receive $15.6MM total per year in Secured Property Tax, Motor Vehicle In-Lieu Taxes, and Transient Occupancy Tax – Appendix B, Table 8. The Project is anticipated to contribute an additional $2.5MM per year in these categories – Table 2)

5. The Project is anticipated to increase demand on City services by only approximately 4.0%. (The City currently has demand on City services from approximately 68,890 Equivalent Residents. The Project will increase demand on City services by approximately 2,725 Equivalent Residents.) (Table 3).

6. **The Beaumont Pointe Specific Plan Project will help meet the existing demand for high-quality, large-scale, Class A high cube warehouse/distribution centers within a geographic area that allows for access to a multi-modal transportation system.**

Regional access to the Project site is provided via the SR-60 Freeway at the Potrero Boulevard interchange, approximately 1.3 miles to the east, and the I-10 Freeway at SR-79, approximately 3.3 miles to the east. The Project site is approximately 2.5 miles west of the junction of SR-60 Freeway and I-10, 3 miles west from the westbound on-ramp of the I-10 Freeway at Oak Valley Parkway via Potrero Boulevard, and 14 miles east of Interstate 215 (I-215). The Project will help to fulfill southern California's unconstrained demand for warehousing space (i.e., demand without accounting for the amount of suitably zoned land for future development), which is estimated to be approximately 1.81 billion square feet by the year 2040, as projected by SCAG[14]. In doing so, the Project will further diversify the City's economy and secure the City's position in the regional, State, and international marketplace.

[14] SCAG. (April 2018). Southern California Association of Governments Industrial Warehousing Supply. Available at: https://scag.ca.gov/sites/main/files/file-attachments/industrial_warehousing_report_-_revised_2018.pdf?1605989650

7. **The Beaumont Pointe Specific Plan Project will fulfill a need in the City and region with wellness-based retail, including entertainment, recreation, hospitality, and restaurants.**

   The City currently lacks diversity in its retail market and desires to expand and diversify its retail and commercial sectors. Incorporation of wellness-based retail, including entertainment, recreation, hospitality, and restaurants would diversify the City's current retail and commercial sectors consistent with City General Plan Goals 5.1, 5.5, 5.7, and 5.8[15] by establishing an active setting that would provide a gathering place for the community and a variety of retail, recreation and restaurants uses not currently available in the City. This would diversify and expand available commercial services for City residents, could attract visitors traveling along the SR-60 corridor, and would also diversify the City's tax revenues, stabilizing the City's revenues by expanding sources of revenue generation.

   Planning Areas 1 and 2 totaling 30.2 acres are designated General Commercial. This area is intended to provide an outdoor retail experience with a variety of wellness activities for all ages unique to the City and region. "The Experience at Beaumont Pointe," includes a combination of hospitality, restaurant, and recreation commercial uses and is designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail. A tree-lined "Promenade" featuring water features, outdoor living room seating areas, and shading devices serves as the organizing spine of the Project. The "Promenade" takes users from the hotel at one end, through each area to the next, past the "Activities Park," to its termination at a large climbing wall that has both indoor and outdoor climbing experiences. The "Activities Park" serves as the focal point of "The Experience at Beaumont Pointe," and consists of landscaping, seating, video screen walls, and programming provided by the commercial developer for wellness activities such as yoga, movies on the lawn, and "biergarten" games. The retail-use buildings feature large façade openings with large doors, to allow a dynamic interaction of indoor / outdoor activities and varied uses to spill out onto the "Promenade" and park areas. Potential activity and recreation-based retail uses proposed includes indoor go-karting, stationary surf wave pools, indoor trampoline parks, ninja obstacle course gyms, climbing gyms, training facilities, and various athletic and wellness studios. A cluster of restaurants with patio dining face the "Activities Park" and shelter it from the parking areas. The spaces between the restaurants serve as seating areas and portals into the project from the parking field.

8. **The Beaumont Pointe Specific Plan Project will provide significant job opportunities while providing additional infrastructure benefits to the City and local area in an efficient and cost-effective manner.**

   The Project is estimated to generate approximately 5,456 permanent jobs which would represent approximately 34% of SCAG's forecast. By contributing new employment to a

[15] Goal 5.1: A dynamic local economy that attracts diverse business and investment. Goal 5.5: A community with vibrant shopping areas. Goal 5.7: A unique destination that celebrates Beaumont's location, history, and community. Goal 5.8: A financially stable community.

housing-rich area, the Project will contribute to an improved jobs-housing ratio for the City and would be within the anticipated business growth projections of the City.

The Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. All roadways will be public right of way unless otherwise indicated in the Beaumont Pointe Specific Plan; Entertainment Avenue and Industrial Way are private roads. The precise location of roadways and access points identified in the DEIR are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont Public Works Department and to address final grading requirements.

The Project Applicant would be required to pay Transportation Uniform Mitigation Fees (TUMF), Development Impact Fees (DIF), 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. In addition, these fees would fund additional traffic improvements to General Plan roadways in the Project area and would go toward the maintenance of roadway infrastructure in the Project area.

The Project would include domestic and recycled water infrastructure, sewer lines, lift station, upgrading Hidden Canyon Lift Station, storm drain infrastructure, and dry utilities which would be installed in compliance with the requirements of the respective utility providers and consistent with final plans approved by the utility providers.

The Project would provide over $2 million in fair-share contributions toward infrastructure improvements.

9. The Beaumont Pointe Specific Plan Project will provide other Community Benefits.

Through the Project's Development Agreement, the Project Applicant will be providing additional Community Benefits supporting the surrounding community, including but not limited to the following:

- Full cost of build out and dedication of 4th Street and Jack Rabbit Trail on the Project site as new public roads.

- Expansion of the sewer lift station at 4th Street and Potrero Boulevard to increase capacity required to serve the Project, providing capacity for the Project and wet well available to the City.

- Payment of TUMF fees, school fees, MSHCP fees, Development Fees, and utility connection fees subject to fee credits.

- Construction of Offsite Traffic Improvements and/or payment of fair share contributions towards traffic improvements as described on Exhibit "D" of the Development Agreement.

- Conveyance of 230.82 acres of land, including 152.42 acres on the Project site (Planning Area 10) and 78.40 acres of land offsite, to RCA or to another conservation agency or non-profit organization with the approval of RCA to further wildlife interests, providing access for wildlife movement to Caltrans constructed and proposed wildlife undercrossings along the SR-60 Freeway abutting the northern Project boundary and construction of fencing around property perimeter to support the function of Proposed Core 3 of the MSHCP, consistent with the MSHCP goals of providing live-in habitat and facilitating movement of wildlife.

- Increase in local tax revenues including sales and property taxes and transit occupancy taxes.

- Increase in employment opportunities in local area.

10. The Beaumont Pointe Specific Plan Project development will facilitate the City's goal of sustainable development by being energy and water efficient in conformance with the City's Climate Action Plan.

Development within the Specific Plan will be energy efficient in conformance with the criteria from the City of Beaumont Climate Action Plan. Because technological and methodological specifications in energy efficiency criteria could become obsolete in the future due to advancement over time, the Project may implement new technologies and methodologies if they achieve at least as much environmental protection and do not result in new or greater significant environmental impacts than the technologies or methodologies specified in the following criteria:

1. Energy Efficient Structures
   a. Enhanced Insulation shall be provided via methods such as rigid wall insulation R-13, roof/attic R-38, etc.
   b. Greatly Enhanced Window Insulation with 0.28 or less U-factor, 0.22 or less SHGC, etc. shall be provided.
   c. Modest Cool Roofs with CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance, etc. shall be provided.
   d. 20% of the power needs of each building shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements.

2. Energy Efficient Heating and Cooling (HVAC)

a. Distribution loss reduction with inspection shall be provided via HERS Verified Duct Leakage or Equivalent.
b. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) shall be provided.

3. Energy Efficient Potable Water
   a. Improved Efficiency Water Heater (0.675 Energy Factor) shall be provided.
   b. Water Efficient Showerheads (2.0 gpm) shall be provided.
   c. Water Efficient Toilets/Urinals (1.5 gpm) shall be provided.
   d. Water Efficient Faucets (1.28 gpm) shall be provided.
   e. Water Efficient Dishwasher (20% water savings) shall be provided.

4. Energy Efficient Appliances
   a. Efficient Lights shall be provided.
   b. Energy Star Commercial Refrigerators and Commercial Dishwashers shall be provided.

5. Energy Efficient Landscaping
   a. Only low water using plants shall be used.
   b. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) shall be used.
   c. Graywater (purple pipe) irrigation system shall be provided on site.

6. Energy Efficient Transportation
   a. A Car/vanpool program with preferred parking shall be provided within BEAUMONT POINTE.
   b. Bike lockers and secure racks shall be provided.
   c. Development shall provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.
   d. EV charging stations shall be installed in employee garages/parking areas.

11. The Beaumont Pointe Specific Plan Project will reduce the overall risk of wildfire spread on and off site.

The Project site is undeveloped, disturbed, vacant, and has hills in the south which contain existing native and non-native vegetation that would be susceptible to wildfire. The Project site is designated within Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State Responsibility Area (SRA) by the Riverside County General Plan and CalFire.

The Project includes a Fire Protection Plan (FPP) to ensure the protection of all development within Project from fire hazards and to reduce the overall risk of wildfire spreading off site with implementation of fire safety requirements, defensible space, and vegetation management.

The Project site improvements are designed to facilitate emergency apparatus and personnel access throughout the Project site. Driveway and road improvements with fire apparatus turnarounds provide access to the sides of every building. Water availability and flow will be consistent with requirements including fire flow and hydrant distribution required by local and state codes. These features along with the ignition resistance of all buildings, the interior sprinklers, and the pre-planning, training and awareness will assist responding firefighters through prevention, protection, and suppression capabilities. Buildings will be constructed in conformance with Riverside County codes for building within Wildland Urban Interface (WUI) areas that focus on preventing structure ignition from heat, flame, and burning embers. As indicated in the FPP, all the existing fuel on the Project site and within fuel modification zone (FMZ) areas will be converted into hardscape and or partially or totally replaced with more appropriately spaced drought-tolerant, fire-resistant plants. Fuel conditions will be addressed through various vegetation management techniques, including FMZs to protect natural resources from fires in developed areas and to provide a managed area where fire spread is not facilitated toward the Project or away from the Project into wildland areas to lower the probability of burning and the potential fire size. As a result, the risk of a structure being destroyed, whether from a fire from with the development or outside the development, is significantly lower when defensible space is implemented. Fuel modification areas and fuel maintenance zone will also be implemented to minimizing the potential for an on-site fire spreading offsite. Specifically, in addition to a 100-foot Fuel Modification Area (FMA), the Project will provide a 20-foot wide fuel maintenance zone around the perimeter of the Project's wildland exposures. The fuel maintenance zone will be landscaped and irrigated to the pad edge, extending the protections provided by the FMA.

The Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. The roadways would increase access for first responses to the area. Additionally, the Project includes a looped perimeter road system (4th Street & Industrial Way) along with a phased series of 40' wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access, during construction and operation of the site. An emergency secondary access to and from the site is provided from State Highway 60 via Jack Rabbit Trail, where an emergency access gate will be installed to provide access for firefighting and for evacuation. The emergency access gate will meet all fire code requirements including an automatic gate opener with battery backup and solar charging. Finally, the Project buildings will be constructed of concrete which is non-combustible and highly resistant to heat.

In conclusion, the City finds after consideration of the FEIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set out above independently and collectively outweighs the identified significant adverse environmental impacts and is an overriding consideration warranting approval of the Project. The City further finds that each of the individual benefits discussed above outweigh the unavoidable adverse environmental effects identified in the EIR and, therefore, finds those impacts to be acceptable. The City further finds

that each of the benefits listed above, standing alone, is sufficient justification for the City Council to override these unavoidable environmental impacts.

The reasons for approval cited above are not unitary, so that even if a court were to conclude that not every reason is supported by substantial evidence, the City determines that each remaining reason standing alone would be sufficient to justify approval of the Project. The substantial evidence supporting the various benefits can be found in the FEIR and the CEQA Findings, above, which are incorporated by reference into the documents found in the administrative record. On the basis of the Findings made in Sections 3.0 through 8.0 included herewith, and the substantial evidence in the whole record of this proceeding, it is specifically found that there are significant benefits of the Project in spite of the unavoidable significant impacts. It is further found that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. Any remaining significant effects on the environment found to be unavoidable are found to be acceptable due to the above-discussed specific overriding economic, technical, legal, social and other considerations.

10.0 ADDITIONAL FACTS ON RECORD

10.1 CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Beaumont, 550 East 6th Street, CA 92223. The custodian for these records is Carole L. Kendrick, Planning Manager. This information is provided in compliance with Public Resources Code Section 21081.6.

Exhibit A
Beaumont Pointe Specific Plan
Fiscal Impact Analysis

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

the City of Beaumont

the City Clerk

(SPACE ABOVE THIS LINE RESERVED FOR
RECORDER'S USE)

APNs: 422-060-002, 422-060-005, 422-060-009, 422-060-010, 422-060-016, 422-060-017, 422-060-018, 422-060-021, 422-060-022, 422-170-005, 422-170-008

DEVELOPMENT AGREEMENT

BY AND BETWEEN
THE CITY OF BEAUMONT AND
BEAUMONT POINTE PARTNERS LLC

EFFECTIVE DATE: _____, 2023

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DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF BEAUMONT AND
BEAUMONT POINTE PARTNERS LLC

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into this ___ day of _____, 2023 by and between the CITY OF BEAUMONT, a municipal corporation ("City"), and BEAUMONT POINTE PARTNERS LLC, a Delaware limited liability company (as further described in Section 1.2 below, "Owner"). This Agreement is made pursuant to the Development Agreement Laws (defined below). This Agreement refers to the City and Owner collectively as the "Parties" and singularly as the "Party."

RECITALS

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Laws to authorize any city, county or city and county to enter into a development agreement with an applicant for a development project, establishing certain development rights in the property which is the subject of the development project application.

B. Owner has a legal and equitable interest in approximately 539.9 acres of land located south of the 60 Freeway and west of Jack Rabbit Trail in the County of Riverside, State of California legally described and depicted on Exhibit "A" attached hereto and incorporated herein by this reference ("Property"). The Property is in the unincorporated area of the County of Riverside and in the Sphere of Influence as such term is defined in Govt. Code Section 56076 ("SOI") of the City of Beaumont.

C. Owner desires to develop the Property in accordance with the requirements of this Agreement and the Beaumont Pointe Specific Plan (as the same may be amended from time to time in accordance with this Agreement, "Specific Plan"). The Specific Plan divides the Property into ten (10) planning areas ("Planning Areas"). Planning Areas 1 and 2 comprise approximately 30.2 acres and are proposed to be developed for commercial uses as "The Experience at Beaumont Pointe", such as community recreation, commercial, retail, restaurant and hospitality land uses, and a 125- room hotel along with related amenities. Planning Areas 3 through 8 comprise approximately 232.6 acres and are proposed to be developed with industrial uses to accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse, and e-commerce operations ("Industrial Uses"). The list of uses permitted and conditionally permitted on the Property is provided in the Specific Plan. In addition, the Project provides approximately 277.1 acres of open space area along the Property's northern and southern boundaries of which approximately 152.4 acres (Planning Area 10) are designated "Open Space- Conservation" and proposed to be conveyed to the Western Riverside County Regional Conservation Authority ("RCA") or another conservation agency or non-profit organization with the approval of RCA pursuant to the Western Riverside County Multiple Species Conservation Plan ("MSHCP"). The remaining open space (Planning Area 9) is designed to accommodate landscaped manufactured slopes, fuel modification areas, project signage, optional water tank and natural open space to act as a buffer for Planning Area 10. The

buildout of the Property as described in the Specific Plan is referred to in this Agreement as the "Project".

D. Owner is seeking to annex the Property into the City of Beaumont and The Beaumont Cherry Valley Water District ("BCVWD") through the Local Agency Formation Commission for Riverside County ("LAFCO") pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Govt. Code Section 56000 et seq. Owner intends to file the applications for such annexation ("Annexation Applications") with LAFCO following the City's consideration and approval of the Entitlement Applications (defined below). Govt. Code Section 65865(b) provides that a city may enter into a development agreement with respect to unincorporated territory within that city's Sphere of Influence. The City and Owner intend to cooperate in processing the Annexation Applications to effectuate the annexation of the Property into the City and BCVWD ("Annexation"). The Parties jointly understand, intend and agree that this Agreement shall, to the extent legally permissible, serve and be the equivalent of a "Pre-Annexation Agreement" by and between them, and may be interpreted and relied upon as such.

E. This Agreement is voluntarily entered into by Owner to implement the General Plan of the City of Beaumont and in consideration of the rights conferred and the procedures specified herein for the development of the Property. This Agreement is voluntarily entered into by the City in the exercise of its legislative discretion to implement the General Plan and in consideration of the agreements and undertakings of Owner hereunder.

F. On _____, 2023, the City Council of the City of Beaumont ("City Council") adopted the following land use related entitlements and development rights via approval of: (a) Resolution No. _____ certifying the Beaumont Pointe Specific Plan Project EIR (ENV2019-0008), SCH Number 2020099007 and adopting findings, a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program ("MMRP"); (b) Resolution No. _____ for a General Plan Amendment (PLAN2019-0284) changing the General Plan land use designations of the Property to commercial, industrial and open space ("GPA"); (c) Ordinance No. _____ for Pre-Zoning the Property to specific plan (PLAN2019-0283); (d) Ordinance No. _____ for Adoption of the Specific Plan (SP2019-0003); (e) Ordinance No. _____ for adoption of the Beaumont Pointe Sign Program (PLAN2022-0856) ("Sign Program"); (g) Resolution No. _____for adoption of Vesting Tentative Parcel Map No. 38161 (PM2022-0014) ("TPM"); (g) Ordinance No. _____ for adoption of this Agreement (PLAN2023-0906) and (h) Resolution No. _____ for Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan; (collectively, Owner's application for this Agreement and its related applications for the GPA, Pre-Zoning, Specific Plan, Sign Program, TPM, and EIR inclusive of the MMRP are referenced in the aggregate as the "Entitlement Applications"). The approvals granted as requested by the Entitlement Applications in connection with the development of the Project as intended and proposed, whether effective upon the Effective Date or upon Annexation, and as further itemized on Exhibit "B" are referenced in the aggregate herein as the "Existing Project Approvals".

G. The City has given public notice of its intention to adopt this Agreement, has conducted public hearings thereon pursuant to Govt. Code Section 65867 and the Development Agreement Laws. The City has found that the provisions of this Agreement and its purposes are consistent with the objectives, policies, general land uses and programs specified in the General Plan as amended by the Existing Project Approvals and that the terms and conditions of this

Agreement have undergone extensive review by the City, including the City Council, and have been found to be fair, just and reasonable. The City has further concluded that the pursuit of the Project will promote the health, safety and welfare of the City and its citizens and provide substantial benefits to the City and its residents by, among other things, (a) providing the specific public benefits described below, including without limitation the Public Benefits Fee (defined below); (b) providing retail opportunities not currently sufficiently available in the community, including entertainment, recreation, hospitality, and restaurants; (c) creating employment opportunities in the commercial, retail, restaurant, hospitality and warehouse/industrial sectors; (d) conserving 230.82 acres of open space within and adjacent to MSHCP criteria cells and providing access for wildlife movement to Caltrans constructed and proposed wildlife undercrossings along the SR-60 Freeway abutting the northern Project boundary; (e) providing new economic benefit to the City and its residents, including new sales tax, property tax and transit occupancy tax revenues that can be used for City services and sufficient to permit annexation of the Property into the City; (f) creating transportation efficiencies by adding industrial uses along an existing industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region; and (g) utilizing existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence to facilitate local and regional distribution of goods, while minimizing impacts to residents by locating new commercial and industrial facilities at a distance from residences.

H. It is the intent of the City and Owner that this Agreement be a legally binding contract which shall prevail over the provisions of any subsequently enacted moratoria, statutes, ordinances, limitations, or other measures, whether or not enacted by the City, or under the authority of the City by voter initiative or referendum, and whether or not such initiative, moratorium, referendum, statute, ordinance, limitation, or other measure relates, in whole or in part, to the rate, timing, sequence, or phasing of the development or construction of all or part of the Project or the improvements or affecting parcel or subdivision maps, building permits, occupancy certificates, or other entitlement or authorization to use the Property or to provide utilities which are issued by the City, subject only to the rights and powers reserved to the City under the terms of this Agreement and the requirements of California law.

I. The Project will require the construction of substantial public and private improvements, some of which improvements will benefit the Project, other property and developments within the vicinity of the Property and the entirety of the City. This Agreement will eliminate uncertainty in planning for and securing orderly development of the Project, provide the certainty necessary for Owner to make significant investments in public infrastructure and other improvements, assure the timely and progressive installation of necessary improvements, provide significant public benefits to the City that the City would not be entitled to receive without this Agreement and provide public services appropriate to each stage of development. Either of the Parties could easily be discouraged and deterred from making the long-term commitments inherent to the process of developing the Project on the Property. Both Parties desire to enter into this Agreement to reduce and/or eliminate as many development risks and uncertainties as possible.

J. As permitted by law through the City's consideration and approval of the Entitlement Applications filed by Owner and/or by this Agreement, the Parties desire to establish development standards and design guidelines for the Project, the permitted uses for the Project,

and to identify the scope of improvements to be required for the Project and, where appropriate, to provide for the payment or the specification of certain fees.

K. This Agreement will promote and encourage the development of the Property by providing Owner and its lenders and investors with a greater degree of certainty of Owner's ability to expeditiously and economically complete the Project and will provide the City, among other things, with certain public benefits that it could not otherwise obtain. The Parties agree that the consideration to be received by the City pursuant to this Agreement and the rights secured to Owner hereunder constitute sufficient consideration to support the mutual and respective covenants and agreements of the Parties.

L. In exchange for the benefits to the City, Owner desires to receive the assurance that it may proceed with the Project in accordance with the existing land use ordinances, subject to the terms and conditions contained in this Agreement and to secure the benefits afforded Owner by the Development Agreement Laws with respect to the Project. These assurances are of vital concern to Owner to offset or remove the disincentives and uncertainties inherent in development of the Project.

AGREEMENT

IN CONSIDERATION OF THE MUTUAL COVENANTS AND PROMISES OF THE PARTIES CONTAINED HEREIN AND THE FOREGOING RECITALS WHICH ARE INCORPORATED HEREIN, THE CITY AND OWNER AGREE AS FOLLOWS:

1. General Provisions.

1.1 Definitions. The terms when used in this Agreement shall have the meanings set forth on Exhibit "F" attached hereto and incorporated herein by this reference.

1.2 Property Ownership and Binding Covenants. Owner represents that it has a legal or equitable interest in the Property and that all other Persons holding legal or equitable interests in the Property agrees to be bound by this Agreement. The Parties intend and determine that the provisions of this Agreement shall constitute covenants which shall run with said Property, and the burdens and benefits hereof shall bind and inure to all successors in interest of the Parties. In order to provide continued notice thereof, the Parties will record this Agreement in the public records of Riverside County. The word "Owner" as previously defined and used herein shall include each and every successor Owner (including but not limited to each and every Assignee), apart from government or quasi-public agencies, of all or any portion of the Property, unless and until such Owner is released pursuant to the terms of this Agreement.

1.3 Effective Date and Term.

1.3.1 **Generally**. The term ("Term") of this Agreement shall commence on the date the Ordinance adopting this Agreement is effective ("Effective Date") and shall extend for a period of ten (10) years thereafter, unless said Term is terminated, modified or extended by circumstances set forth in this Agreement or by mutual consent of the Parties. Each Owner, provided it is not then in default under this Agreement, shall have the right to extend the Term with respect to the portion of the Property owned by it for an additional five (5) years as to the

portion of the Property owned by it by provision of written notice to the City no earlier than one hundred and eighty (180) days and no later than sixty (60) days prior to the expiration of the original Term. Owner shall submit a completed application for annexation of the Property to the City and LAFCO within twelve (12) months of the Effective Date and diligently and consistently pursue to completion of the annexation with LAFCO thereafter. If the Annexation Applications have not been approved by LAFCO on or before the date that is ten (10) years following the Effective Date as such date may be extended by Force Majeure Delay ("Outside Annexation Date") this Agreement shall terminate. In addition, this Agreement shall terminate with respect to Planning Area 10 or any portion thereof upon the conveyance of such land or an easement therein to the RCA or to another conservation agency or non-profit organization approved by RCA to which it is conveyed for conservation purposes.

1.3.2 **Force Majeure Delay**. The Term shall also be extended by Force Majeure Delay as provided herein. If any Party to this Agreement is prevented by Force Majeure Delay from performing its obligations under this Agreement, then on the condition that (a) the Party claiming the benefit of said Force Majeure Delay did not cause or contribute to said Force Majeure Delay and (b) said Force Majeure Delay was beyond said Party's reasonable control, the time for performance by said Party of its obligations under this Agreement shall be extended by a number of days equal to the number of days that said Force Majeure Delay continued in effect, or by the number of days it reasonably takes to repair or restore the damage caused by such Force Majeure Delay to the condition which existed prior to the occurrence of said event(s), whichever is longer, or longer as the Parties may mutually agree. Where there is an event of Force Majeure Delay, the Party prevented from or delayed in performing its obligations under this Agreement must notify the other Party in writing within thirty (30) calendar days from the date on which it becomes aware, or should be aware utilizing reasonable diligence, of such Force Majeure Delay giving such particulars of the event of Force Majeure Delay as are then reasonably known and that are preventing said Party from, or delaying said Party in, performing its obligations under this Agreement. Except as otherwise specifically set forth in this Agreement, all time periods under this Agreement relating to non-monetary obligations under this Agreement, including but not limited to the Term, shall be extended for Force Majeure Delay in accordance with this Section, such that no Party shall be in default for an excused Force Majeure Delay.

1.3.3 **Effect of Termination**. Following the expiration of the Term, this Agreement shall terminate and be of no further force and effect and the City shall cause a written notice of termination to be recorded with the County Recorder; provided that such termination shall not automatically affect any right, obligation or duty on the part of the City or Owner arising from the Project Approvals or actions relating to the Property taken or issued prior to the expiration or termination of the Term.

1.4 <u>Equitable Servitudes and Covenants Running With the Land</u>. Any successors in interest to the City and Owner shall be subject to the provisions set forth in Govt. Code Sections 65865.4 and 65868.5. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do, or refrain from doing, some act with regard to the development of the Property: (a) is for the benefit of and is a burden upon the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each successor in interest to Owner during ownership of the Property or any portion thereof and upon each successor in interest to the City. Nothing herein shall waive or limit the provisions of Section

1.5, and no successor Owner of the Property, any portion of it, or any interest in it shall have any rights in this Agreement except as Assigned to the successor by Owner in writing pursuant to Section 1.5 below.

1.5 Right to Assign.

1.5.1 Subject to the other provisions of this Agreement, Owner shall have the right to Assign (and each such action is referred to herein as an "Assignment"), in whole or in part, its rights and interests in and to the Property and its related obligations under this Agreement to a third party during the term of this Agreement.

1.5.2 Except as set forth in Sections 1.5.3, 1.5.5 and 1.5.6 below, no Assignment shall be effective until the City, by action of the City Council, approves the Assignment. Approval shall not be unreasonably withheld, conditioned or delayed provided the proposed Assignee provides complete documentation to the City along with the formal request for approval of Assignment that:

(a) The proposed Assignee (or, at the discretion of the Assigning Owner, the Assigning Owner acting as guarantor of Assignee's performance) has the financial ability to meet the obligations proposed to be Assigned and to undertake and complete the obligations of this Agreement affected by the Assignment; and

(b) The proposed Assignee has adequate experience with similar developments of comparable scope and complexity to the portion of the Project that is the subject of the Assignment. Any request for City approval of an Assignment shall be in writing and accompanied by certified financial statements of the proposed Assignee for the three (3) most recent fiscal years and any additional information concerning the identify, financial condition and experience of the proposed Assignee as the City may reasonably request; provided that, any such request for additional information shall be made, if at all, not more than fifteen (15) business days after the City's receipt of the request for approval of the proposed Assignment. If the City wishes to disapprove any proposed Assignment, the City shall set forth in writing and in reasonable detail the grounds for such disapproval. Failure by the City to approve or disapprove the proposed Assignment by the later of the second regularly scheduled City Council meeting following the delivery to the City of Owner's written request for Assignment shall be deemed to be approval of the proposed Assignment by the City if the request for Assignment includes the following warning printed in bold type not smaller than 12 points:

> NOTICE IS HEREBY GIVEN THAT FAILURE TO APPROVE THE REQUESTED MATTER WITHIN 30 DAYS SHALL BE DEEMED AN APPROVAL PURSUANT TO SECTION 1.5.2 OF THE DEVELOPMENT AGREEMENT.

1.5.3 Following issuance of a certificate of occupancy for any completed Building or completion of construction on any parcel, the right of the City to approve any Assignment shall terminate as to such Building and/or parcel, as applicable.

1.5.4 Upon (a) the Assignment of Assigning Owner's interests to an Assignee and, if such consent is required by Section 1.5.2, consent by the City pursuant to Section 1.5.2 and (b) the execution and recording in the Official Records of Riverside County of an assignment and assumption agreement pursuant to which the Assignee assumes the obligations of Assignor (and to which City shall have consented if consent to such Assignment is required by Section 1.5.2), Assigning Owner shall be released from all obligations of Owner under this Agreement assumed by the Assignee under the assignment instrument. Notwithstanding the consent rights of the City set forth in Section 1.5.2, the City shall not have the right to withhold its consent to any Assignment or to the release of any Assigning Owner with respect to compliance with this Agreement, performance of Public Benefits, provision of Public Improvements, payment of Development Fees or satisfaction of Exaction requirements if the same are conditions (whether imposed by the Specific Plan or other Project Rules) to the development of the portion of the Property Assigned to Assignee and such obligations are assumed by Assignee or, as to Public Improvements, if bonds have been posted or other security for such Public Improvements has been provided to the City.

1.5.5 Owner shall have the right upon at least fifteen (15) calendar days prior written notice to the City to Assign all or any portion of the Property to a Lender in connection with the granting of a mortgage or deed of trust, hypothecation, pledge, Assignment for security purposes, bond, grant of taxable or tax exempt funds from a governmental agency or other security interest or any documents constituting or relating to a sale-leaseback transaction without the obligation to comply with Section 1.5.2 and without consent of the City, but only for the purpose of securing loans of funds to be used for financing the acquisition of the Property, the development and construction of improvements on the Property, performance of mitigation and Public Benefits and other development related to the Property, and other necessary and related expenses including but not limited to payment of fees, taxes and assessments. The holder of any mortgage, deed of trust or other security arrangement with respect to the Property, or any portion thereof, shall not be obligated under this Agreement to construct or complete improvements or to guarantee such construction or completion, but shall otherwise be bound by all of the terms and conditions of this Agreement. Nothing in this Agreement shall be deemed to construe, permit or authorize any such holder to devote the Property, or any portion thereof, to any uses, or to construct any improvements thereon, other than those uses and improvements provided for or authorized by this Agreement and the Project Rules, subject to all of the terms and conditions of this Agreement.

1.5.6 Subject to the other applicable requirements of this Section 1.5, Owner shall have the right upon at least fifteen (15) business days prior written notice thereof to City and without the obligation to comply with Section 1.5.2 and without consent of the City: (a) to transfer Control of Owner to an Owner Affiliate, (b) to Assign Owner's interest in the Property and the Project or any portion thereof to an Owner Affiliate; (c) to lease or sell any pad or parcel to a Person operating or proposing to operate a business in any Building or leasable space, whether as an owner or ground lessee of a parcel or Building on the Property, or as a tenant holding a leasehold interest in a leasable space in a Building on the Property, (d) to Assign any portion of the Project or any easement or license interest therein to the City or another governmental entity, including RCA, or another conservation agency or non-profit organization with the approval of RCA, as necessary or desirable for the development of the Project or preservation of open space, or to a property owners' association, maintenance district or any similar entity to the foregoing; or (e) to make an assignment or collateral assignment for the purposes specified in Section 1.5.5 above.

1.5.7 Except as otherwise set forth in Section 1.5.5 or Section 12, following Assignment and assumption of all or any portion of the Project or the Property, each Assignee shall be an Owner having the obligations of an Owner under this Agreement and shall be responsible to complete the improvements within the portion of the Property it acquires and all related Public Improvements not then completed required to serve or otherwise materially benefitting such portion of the Property and the Project to be constructed thereon. In addition, if bonds or other security are then in place to secure obligations under a subdivision map or other obligation, Assignee shall provide for the Assignment of existing security and bonds or issuance of new substitute security or bonds prior to the effective date of such Assignment. However, no act or omission of any Owner ("Defaulting Owner") shall by itself constitute a default by another Owner, and the City shall have no obligation whatsoever to cure any such default for the benefit of any other Owner within the Project.

1.6 Notices. Formal written notices, demands, correspondence and communications between the City and Owner shall be sufficiently given if dispatched by certified mail, postage prepaid, to the principal offices of the City and Owner by the means set forth in Section 8 hereof. Such written notices, demands, correspondence and communications may be directed in the same manner to such other Persons and addresses as either Party may from time to time designate. Owner shall give written notice to the City concurrently with the close of escrow and no later than five (5) calendar days following the Assignment of any portion of the Property and/or Assignment of its rights, interests and obligations under this Agreement, setting forth the portion of the Property Assigned, the name of Assignee and Assignee's mailing address, the name and address of a single person to whom any notice relating to this Agreement shall be given, the effective date of the Assignment and any other information reasonably necessary for the City to consider the approval or any other action the City is required to take under this Agreement.

1.7 Amendment of Agreement. This Agreement may be amended from time to time by mutual consent of the Parties, in accordance with the provisions of Govt. Code Sections 65867 and 65868.

1.8 Major Amendments and Minor Amendments.

1.8.1 **Major Amendments**. Any amendment to this Agreement which affects or relates to (a) the Term of this Agreement; (b) amendment of the uses allowed on the Property; (c) provisions for the reservation or dedication of land; (d) conditions, terms, restrictions or requirements for subsequent discretionary actions; (e) the density or intensity of use of the Property or the maximum height or square footage of proposed Buildings or other structures or improvements; or (f) monetary contributions by Owner, shall be deemed a "Major Amendment" and shall require the giving of notice and approval or disapproval in a public hearing before the Planning Commission and the City Council. Any amendment which is not a Major Amendment shall be deemed a Minor Amendment subject to Section 1.8.2 below. The City Manager or his or her delegee shall have the authority to determine if an amendment is a Major Amendment subject to this section or a Minor Amendment subject to Section 1.8.2 below. The City Manager's determination may be appealed to the City Council. Major Amendments shall apply to the matters outlined in this Section 1.8.1 but shall not apply to modifications specifically called out within the Specific Plan, including but not limited to certain substantial conformance determinations and minor modifications pursuant to Section 5.2.2 of the Specific Plan (note that certain other

substantial conformance determinations require Planning Commission Approval) and further, adoption by the City of a Specific Plan Amendment shall not, in and of itself, require a Major Amendment or Minor Amendment to this Agreement.

1.8.2 **Minor Amendments**. The Parties acknowledge that refinement and further implementation of the Project may demonstrate that certain minor changes may be appropriate with respect to the details and performance of the Parties under this Agreement when a Major Amendment is not required ("Minor Amendment"). The Parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the Parties find that clarifications, minor changes, or minor adjustments are necessary or appropriate and do not constitute a Major Amendment under Section 1.8.1 above, they shall effectuate such clarifications, minor changes or minor adjustments through a written Minor Amendment approved in writing by Owner and the City Manager. Unless otherwise required by law, no such Minor Amendment shall require prior notice or hearing, nor shall it constitute an amendment to this Agreement. The Authority to enter into such Minor Amendments is hereby delegated to the City Manager and the City Manager is hereby authorized to execute any Minor Amendments without further City Council action.

2. Development of the Property.

2.1 Vested Rights; Permitted Uses and Development Standards. In accordance with and subject to the terms and conditions of this Agreement, Owner shall have the vested right to develop the Project and the Property for the uses and in accordance with and subject to the terms and conditions of this Agreement and the Project Rules. The City covenants that it will not initiate, so long as this Agreement remains in effect, any amendment to the General Plan or the Project's zoning as established by the Specific Plan in a manner that is inconsistent with the Project Rules. To carry out the intent of the Specific Plan, which creates a framework for development that allows for subsequent submittals of plot plans and signage approvals by phase, the Applicable Rules shall apply to and govern the Subsequent Project Approvals. The full list of permitted and conditionally permitted uses is established in the Specific Plan. The City acknowledges that Buildings in the commercial and industrial areas of the Property will be leased and/or conveyed to third parties and that such Buildings may be used for the range of uses described in the Specific Plan.

2.2 Specific Plan Implementation Regulations. The Specific Plan establishes certain implementation regulations including but not limited to development criteria, infrastructure improvement standards, permitted and conditionally permitted uses, development standards and Planning Area standards and provides for a variety of determinations including but not limited to substantial conformance determinations, and approvals with respect to signage, plot plans and other permits and approvals that are incorporated into this Agreement by this reference and are part of the vested rights. The City agrees that it shall process subsequent discretionary approvals and Ministerial Approvals in accordance with such provisions to the extent applicable. Designation of an item in the Specific Plan as subject to administrative review is not a determination that such approval is a discretionary action, provided that the City does not waive its discretion under applicable law. The ultimate uses, densities and intensities of use shall be consistent on an overall basis with the applicable sections of the Specific Plan and any density transfer or change in the size, density, floor area or land use of the Planning Areas or any of them shall fully conform with the requirements of the Specific Plan and this Agreement. Nothing herein shall be deemed or

interpreted to permit development in Planning Area 10. Owner shall have the right to change the use of or modify the size of any Planning Area and/or to increase the density and intensity of use of any Planning Area in excess of the density and intensity limitations specified under the Existing Project Approvals subject to a Specific Plan Amendment under Section 5.2.4 thereof changing the land use or reallocating the density or intensity of uses with the Planning Areas; provided that nothing in this Agreement shall require an amendment of the Specific Plan if the modification of the land use, size, density or intensity of use of any Planning Area requested is authorized pursuant to an alternative modification procedure established by Section 3.3.1, 3.4.1 or 5.2 of the Specific Plan or otherwise. The City shall establish and Owner shall comply with procedures for review and approval of and maintenance of a record of any increase or reduction in the net acreage and/or development intensity of each Planning Area pursuant to a substantial conformance determination under Section 5.2.4 of the Specific Plan or other amendment or modification to the Specific Plan to ensure that the Project does not exceed the authorized development envelope set forth in the Specific Plan and to assure that the rights of each and every Owner within the Property are not adversely affected by such modification without its prior consent. Such procedure shall also allow the City to record lift station flows from each proposed Building and any change in land use in a Planning Area from land uses analyzed in the EIR, and to require compliance with Section 5.2.8 of the Specific Plan as part of Owner's application. The Parties agree that such procedures and modifications do not independently trigger a requirement for new environmental analysis or subject the Project to additional burdens not addressed in the Specific Plan. Additionally, notwithstanding the language of this Section or any other language in this Agreement, all specifications, standards and policies regarding the design and construction of Public Improvements, if any, shall be those that are in effect at the time the applicable Public Improvement plans are being processed for approval.

2.3 Subsequent Project Approvals.

2.3.1 **Discretionary Approvals**. The vested right to develop the Project granted to Owner pursuant to this Agreement may require the Owner seek subsequent discretionary approvals. In reviewing and acting upon these subsequent discretionary approvals, and except as otherwise set forth in this Agreement, the City shall not impose any conditions that preclude the development of the Project for the uses or the density and intensity of use set forth in the Specific Plan. Any subsequent discretionary approvals, including conditional use permits and plot plan approvals, shall become part of the Project Approvals once approved and after all appeal periods have expired or, if an appeal is filed, after the appeal is decided in favor of the approval. In reviewing and approving applications for subsequent discretionary approvals, the City may exercise its discretionary review and may attach such conditions and requirements as may be deemed necessary or appropriate to carry out the policies, goals, standards and objectives of the General Plan and to comply with legal requirements and policies of the City pertaining to such reserved discretionary approvals, so long as such conditions and requirements do not preclude the uses and/or the density and intensity of use set forth in this Agreement and are not inconsistent with the Applicable Rules. The City shall fully comply with the applicable provisions of the Permit Streamlining Act with respect to the review of proposed quasi-judicial permit applications. The City shall process and take final action on Owner's applications for other Subsequent Project Approvals in accordance with all applicable laws. The City shall employ all lawful actions capable of being undertaken by the City to promptly acknowledge all complete applications for Subsequent Project Approvals and process such applications in accordance with the Applicable Rules.

Subsequent Project Approvals for the Project shall not be disapproved, conditioned or delayed by City for reasons inconsistent with the Applicable Rules in effect at the time as a Subsequent Project Approval applicable to the Property is approved by the City in accordance with this Agreement. Any such approval shall become subject to all of the terms and conditions of this Agreement, shall be treated as a Project Approval and shall be vested under this Agreement.

2.3.2 **Ministerial Approvals**. The City shall use reasonable efforts to expedite the processing of requests for and the issuance of all Ministerial Approvals after application is made therefor and, in all events, shall process such requests consistent with City's normal processing timelines for similar permits and approvals.

2.3.3 **Expedited Processing of Entitlement Applications and Plan Check**. The City shall use reasonable efforts to provide expedited processing of entitlement applications, including for discretionary approvals and Ministerial Approvals, and an expedited plan check process for the review of improvement plans and building plans for the Project, and may hire third-party reviewers for such purpose. Within two (2) weeks of a written request by Owner, the City shall determine whether expedited processing or plan check is feasible for the requested work. If the City determines that expedited processing or plan check is feasible and requires the retention of an outside consultant(s) for review of Owner's improvement plans and building plans, and provided that Owner executes a reimbursement agreement whereby it deposits in advance monies needed to retain and pay such outside consultants, the City shall retain such outside consultant(s). The outside consultant(s) shall be at the sole selection of the City and shall be paid for at the sole cost and expense of Owner as further provided in the reimbursement agreement. Upon written request, Owner shall advance a deposit sufficient to cover the City's estimated costs of retaining the outside consultant(s). Such deposit shall be replenished as necessary, from time to time, to assure that the City shall not bear any of the cost of the outside consultant.

2.4 Duration of Maps and Project Approvals. Pursuant to Govt. Code Section 66452.6(a), the duration of all tentative maps filed by Owner with respect to the Property or any portion thereof and approved by the City shall remain in effect for the Term of this Agreement and shall terminate concurrently with the termination of this Agreement if no final map is then recorded. If Owner, in its sole and absolute discretion, chooses to process vesting tentative maps, City shall process such vesting maps in accordance with the Applicable Rules and the Subdivision Map Act. Tentative maps, either vesting or non-vesting, may be processed in phases subject to the Applicable Rules and Subdivision Map Act. In addition, all Existing Project Approvals and all plot plans, conditional use permits, substantial conformance determinations and other permits and approvals issued by the City with respect to the Property pursuant to the Specific Plan shall automatically be extended, without the need for filing extension applications, and shall remain in effect for Term of this Agreement.

2.5 CEQA. The evaluation of environmental impacts for the BEAUMONT POINTE Specific Plan is contained in the project's Environmental Impact Report (ENV2019-0008), a project level environmental impact report certified by the City concurrently with the approval of the Existing Project Approvals. It is the intent of the City, as set forth in the Specific Plan Sections 5.2.1, 5.2.2 and 5.2.6, that applications for plot plans, substantial conformance approvals and other entitlements that are contemplated by and generally consistent with the Specific Plan shall be addressed administratively. The need for subsequent environmental review shall be

evaluated by the Community Development Director pursuant to Public Resource Code Section 21166 and the relevant provisions of the CEQA Guidelines. The Community Development Director shall make the determination as to the level of CEQA documentation, if any, (exemption, addendum, supplemental EIR, supplemental MND, or subsequent EIR) that is appropriate and may request and obtain technical information as necessary to make this determination. Further, because the Project has already been extensively analyzed in the EIR, no new CEQA analysis for Subsequent Project Approvals, including but not limited to individual Buildings or phases of the Project is intended to be required, provided that (a) such Buildings or phases comply with the terms and conditions of the Project Rules and this Agreement, and (b) none of the conditions are present that require further environmental review under CEQA on the Effective Date, in particular Public Resources Code Section 21166.

2.6 Development Timing and Phasing.

2.6.1 **Generally**. The Parties acknowledge that Owner cannot at this time predict with certainty when or the rate at which phases of the Property would be developed. Such decisions depend upon numerous factors which are not all within the control of Owner, such as market orientation and demand, interest rates, competition and other factors. Because the California Supreme Court held in *Pardee Construction Co. v. the City of Camarillo*, 37 Ca1.3d 465 (1984), that the failure of the Parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development controlling the Parties' agreement, it is the intent of the City and Owner to hereby acknowledge and provide for the right of Owner to develop the Project in such order and at such rate and times as Owner deems appropriate within the exercise of its sole and subjective business judgment, subject to the terms, requirements and conditions of the Project Rules, including but not limited to the infrastructure phasing requirements therein, and this Agreement. The City acknowledges that such a right is consistent with the intent, purpose and understanding of the Parties to this Agreement, and that without such a right, Owner's development of the Project would be subject to the uncertainties sought to be avoided by the Development Agreement Laws and this Agreement. Owner shall use commercially reasonable efforts, in accordance with its reasonable business judgment and taking into consideration market conditions and other economic factors influencing Owner's sole and subjective business judgment, to commence or to continue development, and to develop the Project in a regular, progressive and timely manner in accordance with the provisions and conditions of this Agreement and with the Project Rules, however, Owner shall not, by reason of its entry into this Agreement or commencement of any phase of the Project, have an obligation to commence construction of any phase or portion of the Improvements other than Improvements already commenced and related infrastructure.

2.6.2 **Project Not Subject to Restrictions**. Subject to Development Agreement Laws, Owner and the City intend that, except as otherwise provided herein, this Agreement shall vest the Project Rules against subsequent City resolutions, ordinances, growth control measures, initiatives and referenda (other than a referendum that specifically overturns the City's approval of the Project Approvals) that would directly or indirectly limit the rate, timing or sequencing of development, or would prevent or conflict with the land use designations, permitted or conditionally permitted uses on the Property, design requirements, density and intensity of uses as set forth in the Project Rules, and that any such resolution, ordinance, measure, initiative or referendum shall not apply to the Project Approvals and the Project. In the event of a conflict

between this Agreement and the Specific Plan, this Agreement shall control to the extent of such conflict. The orderly and measured build-out of the Project and the Project Rules will allow for the absorption of the new development into the community and the integration of the Project into the community.

2.6.3 **Infrastructure Improvements and Phasing**. Consistent with this Agreement and the Project Approvals, each final map implementing the TPM shall include a detailed description of the infrastructure improvements and other requirements for the phase shown in the particular final map. As necessary for orderly development of the Project, the City may modify the Public Improvement requirements necessary to serve each phase as shown on particular final maps so long as such modifications substantially comply with the intent of this Agreement and the Applicable Rules. The infrastructure phasing plan for Public Improvements set forth in Section 5.3 of the Specific Plan has been proposed in response to market demands. The exact order in which the Public Improvements are constructed is dependent upon the location of each Planning Area and its expected development timing. The phasing schedules and figures in the Specific Plan are preliminary and conceptual only and may undergo modification as construction commences. The City agrees that Owner may employ phased final maps, approved in accordance with Govt. Code Section 66452.6, in order to implement the TPM. Construction of the development permitted hereby, including but not limited to coordination of final subdivision maps, may be done progressively in stages in any phasing order, provided the Public Improvements are constructed to adequately service the development and as needed to preserve the public health, safety and welfare in each phase of development and further provided that such phase of development conforms substantially with the intent and purpose of the Specific Plan. Due to possible unforeseen changes in market conditions and absorption rates, actual development of the Project may occur at an accelerated or slower rate in fewer or more phases. The Parties acknowledge and agree that Owner may modify the phasing plan at any time, in its sole and absolute discretion, as long as each phase or each Building in each phase is adequately serviced with all necessary Public Improvements. Modifications to the phasing plan shall be not require an amendment to this Agreement or the Specific Plan unless such phasing is inconsistent with this Agreement or the Specific Plan.

2.7 **Property Acquisition for Offsite Infrastructure**. Owner shall, in a timely manner as determined by the City and consistent with the requirements of the Project and the conditions of approval for the Project, acquire the property rights necessary to construct or otherwise provide the Public Improvements contemplated by this Agreement and the Project Approvals. In any instance where Owner is required to construct any Public Improvement on land within the municipal limits of the City, as the same are determined following the Annexation of the Property into the City, and to which neither Owner nor the City has sufficient title or interest, including fee title, an easement, right of way or license determined necessary by the City, Owner shall make reasonable, good faith efforts to acquire such title or interest for at least 90 days. For the purposes of this Section, "reasonable good faith efforts" shall include proof that Owner made a written offer to purchase the property interest at fair market value, in accordance with an appraisal conducted by an MAI appraiser. If Owner is unable to acquire such title or interest despite demonstrating to the City such reasonable, good faith efforts, Owner may request of the City in writing and the City shall, subject to compliance with all applicable laws governing notice, hearing and deliberation, consider the acquisition of such title or interest by condemnation provided Owner funds the cost of such activities in advance. If the City intends to approve the acquisition of such title or interest

by condemnation, Owner shall first be required to enter into a reimbursement agreement with City whereby Owner deposits monies with City to all costs associated with such acquisition or condemnation proceedings including but not limited to attorneys' fees, expert witness fees, cost of the property interest being acquired and jury awards of any kind and all of the legal, appraisal and other costs reasonably incurred by City related to the acquisition of such title or interest by condemnation in accordance with applicable law. Upon acquisition of the necessary interest in land, or upon obtaining a right of entry, either by agreement or court order, Owner shall commence and complete the public improvements. This requirement shall be included, and, if necessary, detailed, in any subdivision improvement agreement entered into between Owner and the City pursuant to Govt. Code § 66462. If Owner does not perform its obligations under this Agreement after the City Council approves the proposed acquisition through adoption of a resolution of necessity to condemn, the City, in its discretion, may suspend the issuance and effectiveness of the Project Approvals, entitlements and subsequent discretionary approvals (if any) for the Property.

2.8 Fee Credits and/or Reimbursement for Construction of Certain Facilities.

2.8.1 **Traffic and Transportation Improvements**. Subject to the terms of Section 5.2.8 of the Specific Plan and as a condition to issuance by the City of a certificate of occupancy for the first Building in the phase of the Project for which that improvement or fee is identified in the Traffic Analysis dated September 22, 2023, prepared by Urban Crossroads Inc. ("Traffic Study"), Owner shall (a) pay for and, if requested by the City, construct the traffic and transportation improvements listed on Exhibit "D" to this Agreement ("Offsite Traffic Improvements") and (b) pay Fair Share Fees, other Development Fees and Riverside County Transportation Uniform Mitigation Fees ("TUMF"), applicable to the Project as identified in Table 1-4 of the Traffic Study. All Fair Share Fees and other Development Fee payments made by Owner shall be dedicated by the City to funding the cost to construct such improvements. TUMF is administered by WRCOG.

2.8.2 **Fee Credits**. The Offsite Traffic Improvements to be constructed directly by Owner are oversized Public Improvements in that Owner is conditioned to construct such improvements that the Parties agree are identified in the DIF Study and for which the cost will exceed the fees due for such improvements from the Project as specifically provided in the Traffic Study and approved by the City. In consideration for Owner, at its own cost and expense or through a community facilities district, funding and, if requested by the City, constructing such oversized Offsite Traffic Improvements, Owner shall receive credits towards the payment of amounts otherwise due and payable by Owner as Development Fees ("Owner's Fee Credit") provided the oversized Offsite Traffic Improvements are specifically identified in the DIF Study. TUMF credits are subject to the approval of WRCOG and only WRCOG can grant fee credits to TUMF in its discretion and subject to its rules. The City has no liability or obligations to collect or administer TUMF fees at this time. Alternatively, at the election of the Owner, oversized Public Improvements may be recovered by Owner under the procedures in Section 2.8.3(b) applicable to Additional Capacity

2.8.3 **Crossroads Lift Station Upgrades; Reimbursement Agreement**.

(a) **Crossroads Lift Station Upgrade Requirements**. Prior to receiving the first certificate of occupancy for any Building on the Property, Owner will be

required to make certain upgrades and improvements ("Crossroads Lift Station Upgrades") to the existing off-site Beaumont Crossroads sewer lift station ("Crossroads Lift Station") as specified in the Preliminary Design Memorandum for the Improvements to the Beaumont Crossroads Lift Station dated October 4, 2023 ("Crossroads Design Memorandum"). The Crossroads Lift Station Upgrades are designed to accommodate the flow from the On-Site Lift Station (defined in Section 2.12) servicing the Project plus additional wet well capacity as provided below. Certain technical matters in the Crossroads Design Memorandum have not been approved by City and remain subject to further study and analysis by the City's consultants; therefore, the Crossroads Design Memorandum shall be subject to such modification and change as determined by the City's consultant, and such study with changes and modifications shall be deemed and defined as the Crossroads Design Memorandum. The Parties agree that the land uses, building square footage and acreage for the Project upon which the projected sewer flows from the On-Site Lift Station and the size of the Crossroads Lift Station Upgrades are based on data identified on Table 1 in Exhibit "E" to this Agreement. In addition, the peak sewer generation flows for each Planning Area within the Project are based upon the uses, square footage and acreage in Table 1 and Table 2 in Exhibit "E" to this Agreement. The Crossroads Lift Station Upgrades will allow 514 gallon per minute flows ("New Pumping Capacity"). The Crossroads Lift Station Upgrades include construction of a wet well that is designed to accept capacity in excess of that required for the anticipated projected ultimate build out of the Project ("Additional Wet Well Capacity").

(b) **Reimbursement Agreement**. Owner shall be entitled to receive a reimbursement for Additional Wet Well Capacity for the Crossroads Lift Station and, if applicable pursuant to Section 2.8.2, Offsite Traffic Improvements (collectively, "Additional Capacity") from future parties who will benefit from such Additional Capacity provided that when Owner becomes aware of any future property that would be subject to this reimbursement requirement the Owner provides written notice to City prior to issuance of entitlements for development on such property identifying such future property and the amount of the reimbursement proposed. The City shall enter into an agreement to reimburse Owner from development agreement fees, CFD funds, grants or other fees paid for the Additional Capacity by developers of other properties contributing their fair share to such Additional Capacity or funded by the CFD funds. Owner shall have no obligation to construct the Crossroads Lift Station Upgrades or Offsite Transportation Improvements, if applicable pursuant to Section 2.8.2, prior to execution of a reimbursement agreement or reimbursement agreements for such improvements and the applicable provisions of Govt. Code Sections 66485-66489 (each a "Reimbursement Agreement" and, collectively, "Reimbursement Agreements") between Owner and the City, to recover the total amount financed as and when such projects receive grading permits. The Parties acknowledge that the goal of any such Reimbursement Agreement is to seek to assure that all future projects pay their fair share of the cost of the Additional Capacity, as determined by the City. Without limiting the effect of the foregoing , the City will have no direct financial or other liability to Owner under any Reimbursement Agreement; but will only administer reimbursements from projects that benefit from the Additional Capacity. Such separate agreement shall have a term of no longer than twenty-five (25) years. To ensure that owners of property and municipalities which reasonably benefit from the Additional Capacity ("Benefiting Parties") pay their fair share for such improvements, the City hereby agrees that to the extent that it has legal authority to do so it shall condition or otherwise require that Benefiting Parties pay for such improvements, either through development agreements, subdivision improvement agreements or other mechanisms with the City or by

requiring that such Benefiting Parties and municipalities enter into agreements with Owner directly. The Reimbursement Agreement between the City and Owner shall provide that if and when a particular property benefiting from the Additional Capacity is developed, the City shall either reimburse Owner for the pro rata share of the costs of the Additional Capacity actually received by it or shall enforce the condition or obligation for payment set forth in any separate agreement or the right to so enforce the separate agreement to Owner. Owner shall have no recourse against the City under the Reimbursement Agreement except that the City shall have obligation, enforceable by Owner, to pay to Owner, until Owner is fully reimbursed for the costs of the Additional Capacity, any monies it receives from developers or other sources for the Additional Capacity, including but not limited to grant funding. Similarly, if the Benefiting Party fails to reimburse Owner for the Additional Capacity, Owner shall have no recourse against the City; however, Owner shall retain all rights against the Benefiting Parties and benefited property, if any. In no case shall the City be obligated to reimburse Owner from general funds of the City. Whenever in this Agreement or in future reimbursement agreements the City is making reimbursements to Owner, the reimbursements shall be made on a quarterly basis. The City shall not reimburse Owner for costs of interim temporary improvements (improvements with a service life of less than 5 years) as determined by the City.

2.8.4 **Application of Fee Credits and Reimbursement Rights**. Owner's Fee Credit or right of reimbursement for Offsite Traffic Improvements shall vest for each improvement upon payment, or construction, as specified in Section 2.8.1 or 2.8.3 (b), as applicable. Owner's Fee Credit or right of reimbursement for Additional Wet Well Capacity shall vest upon completion of construction of the Additional Wet Well Capacity described in Section 2.8.3(a). Owner's Fee Credit and reimbursement amounts may reflect actual "hard" and "soft" costs of design, construction and land acquisitions and/or right of way acquisition costs arising from or related only to Owner transactions with third parties in Owner's performance under this Agreement as to the Offsite Traffic Improvements and Additional Wet Well Capacity.

2.9 <u>Rules, Regulations and Official Policies; Future Rules</u>.

2.9.1 **Applicable Rules**. During the Term, the rules, regulations, ordinances and official policies governing the permitted uses of land, the density and intensity of use, conceptual architecture, and improvement of the Property including but not limited to the maximum height and size of proposed Buildings and other structures and improvements on the Property, shall be those rules, regulations and official policies in force on the effective date of the ordinance enacted by the City Council approving this Agreement. Except as otherwise provided in this Agreement, (a) the permitted uses of the Property shall include construction of commercial and/or industrial Buildings and appurtenant structures, installation of all improvements and infrastructure reasonably incident thereto, and all other uses permitted under the Specific Plan approved contemporaneously with this Agreement, as the same may be amended from time to time in accordance with the provisions of this Agreement, and this Agreement. The density and intensity of use of the Property and the maximum height and size of proposed Buildings shall be as set forth in the Specific Plan and the other Project Rules. To the extent any future changes in the General Plan, Specific Plan, zoning codes or any future rules, ordinances, regulations or policies adopted by the City purport to be applicable to the Property but are not consistent with the terms and conditions of this Agreement, the terms of this Agreement and the Applicable Rules in effect prior to such changes shall prevail.

2.9.2 **Reservation of Rights**. Unless permitted pursuant to clauses (a) through (e) of this Section 2.9.2, any future changes in the General Plan, Specific Plan, zoning codes or future rules, ordinances, regulations or policies including any moratorium, whether adopted by initiative or referendum or otherwise, shall be deemed to be inconsistent with the vested rights conferred by this Agreement and shall therefore not be deemed Future Rules and shall not be applicable to the development of the Property or the Project; provided that the following are deemed not to be inconsistent with the Applicable Rules:

(a) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure excluding those specifically set forth in the Specific Plan or this Agreement.

(b) The application to development of the Property of changes in City laws, regulations, plans or policies, the terms of which are specifically mandated and required by changes in state or federal laws or regulations. To the extent that any actions of federal or state agencies (or actions of regional and local agencies, including the City, required by federal or state agencies) have the effect of preventing, delaying or modifying development of the Property, the City shall not in any manner be liable for any such prevention, delay or modification of said development. Owner is required, at its cost and without cost to or obligation on the part of the City, to participate in such regional or local programs and to be subject to such development restrictions as may be necessary or appropriate by reason of such actions of federal or state agencies (or such actions of regional and local agencies, including the City, required by federal or state agencies). In the event state or federal laws or regulations enacted after this Agreement is entered into are inconsistent with or prevent or preclude compliance with one or more provisions of this Agreement and/or require changes in Project Approvals, each Party shall provide the other Party with a copy of such law or regulation and written notice concerning the conflict with this Agreement or the required change in Project Approvals. The Parties shall, within thirty (30) days of the first such notice, meet and confer in good faith in a reasonable attempt to modify this Agreement and/or the Project Approvals to comply with such law or regulation in the manner that is least disruptive to the vested rights and Applicable Rules in effect prior to such new law and the purpose and intent of this Agreement. In the event that no modifications are agreed upon, Owner shall have the right to terminate this Agreement.

(c) Regulations that may be inconsistent with the Applicable Rules but that are reasonably necessary to protect the public health and safety. In determining whether any such regulations are reasonably necessary to protect the public health and safety as set forth above, the City Council shall make findings, based on evidence presented to and accepted by the City Council, that the changes are reasonably necessary to protect the public health or safety. The provisions of this Section do not apply to any measure adopted by initiative. To the extent possible, any such regulations shall be applied and construed to minimally impact Owner's rights provided under this Agreement. No such subsequently adopted changes in the General Plan, Specific Plan, zoning codes or rules, ordinances, regulations or policies of the City shall apply if its application to the Property would physically prevent development of the Property for the uses and to the density or intensity of development set forth in the Existing Project Approvals, as the same may be amended in accordance with the requirements of this Agreement.

(d) Regulations that are not inconsistent with the Project Rules.

(e) Regulations that are inconsistent with the Applicable Rules provided each Owner to which such regulations would be applicable has given written consent to the application of such regulations to development of the Property.

If application of a subsequently enacted law, rule, regulation or policy under Section 2.9.2(b) through (e) above results in a reduction in the scope of the Project (as by reducing the permitted square footage, use or density of development), then the Exactions required hereunder shall be equitably reduced.

2.9.3 The Project shall be constructed in accordance with the applicable standards, requirements and prohibitions of the Uniform Building, Mechanical, Plumbing, Electrical, Fire Codes and other codes, City standard construction specifications and details and Title 24 of the California Code of Regulations (California Building Standards Code) in effect at the time of approval of the appropriate building, grading, encroachment or other construction permits for the Project. If no permits are required for the infrastructure improvements required by the Project Approvals, such improvements shall be constructed in accordance with the provisions of the codes delineated herein in effect at the start of construction of such infrastructure. Ordinances, resolutions, rules, regulations and official policies governing the design, improvement and construction standards and specifications applicable to Public Improvements to be constructed by Owner shall be those in force and effect at the time the applicable permit for the construction of such improvements is issued. If no permit is required for the Public Improvements, the date of the permit shall be deemed the date construction for the Public Improvements is commenced.

2.10 Fees, Exactions, Conditions and Dedications.

2.10.1 Development Fees. Impact fees and sewer and water connection and capacity fees shall be those in effect at the time of the issuance of a building permit and due and payable by Owner prior to the issuance of the building permit for the Building in question. For the sake of clarity, as a condition to building permit issuance for each Building, Owner shall pay the development impact fees listed on Exhibit "C" for such Building in the amount in effect at the time the building permit for such Building is issued, as well as any new or increased development impact fees authorized by this Agreement. The City retains discretion to prospectively revise such fees as the City deems appropriate, in accordance with applicable law, and to adopt new development impact fees. The City may apply subsequently adopted development impact fees to the Project if the same are applied uniformly to development either throughout the City or with a defined area of benefit that includes the Property if the subsequently adopted Exaction is not applied on an ad hoc basis solely to the Project and the subsequently adopted fee does not physically prevent development of the Property for the uses and to the density and intensity of development set forth in this Agreement. The development impact fees listed on Exhibit "C", as the same may be modified pursuant to this Agreement are referred to herein as "Development Fees". For the sake of clarity, Owner shall pay the development fees at the time of and in the amount as determined by the City at the time the building permit is issued for such building and such payments shall be paid as a condition of building permit issuance or at such other time as required by the Beaumont Municipal Code.

2.10.2 **Limitations; Future Impacts**. Except as otherwise specifically set forth in this Agreement, in the Existing Project Approvals or in the Applicable Rules, the City shall not

impose any obligations on Owner to dedicate land or to construct improvements, or impose any Exactions to defray all or a portion of Public Improvements, public services, community amenities or for other municipal purposes, mitigation measures, obligations for construction of on-site or offsite improvements or dedication or reservation requirements upon Owner that apply to the Property, the Project or any improvements thereon or permit or Project Approval therefor without the prior written consent of Owner. Notwithstanding the foregoing, if the Project or any part thereof is modified by Owner in a manner that increases density, intensity of use or square footage or changes use, the City shall have the right to require mitigation of impacts associated with such modifications. The Parties acknowledge that the MMRP and the conditions of approval for the Vesting Tentative Parcel Map provide the City Engineer and other City staff with the right to review and approve technical studies and reports implementing the Project to confirm the technical adequacy of the determinations therein and in that context may require refinement of the Project plans as well as mitigation of impacts, provided the same are not inconsistent with the Project Rules.

2.10.3 **Processing Fees**. The City may charge and Owner shall pay fees for processing applications for governmental approvals, plan check fees, inspection fees and similar fees permissible under California Constitution Article XIII C Section 1(e)(1)-(7), judicial interpretations thereof or any successor provision(s) of law including, but not limited to those for reviewing and inspecting such applications and the construction being or to be performed pursuant thereto which are in force and effect on a city-wide basis at the time the application is submitted for those permits.

2.10.4 **Regional Impact Fees**. Unless otherwise relieved by agreement with such agencies (i.e., TUMF and/or MSHCP fee credit agreement or similar agreement), Owner shall be required to pay the regional development impact fees, including but not limited to TUMF and MSHCP fees, in effect and in the amount due at the time of applying for a building permit.

2.10.5 **Assignment**. The benefit of or credit for Development Fees and processing fees paid by Owner may be Assigned by Owner to any Assignee provided that a written Assignment of the credit clearly identifying the source, amount and type of credit executed by the assignor and assignee is provided to the City Manager for the City Manager's record keeping.

2.10.6 **Fair Share Fees**. The Project entails payment by Owner of fair share transportation fees which are in addition to the fees referred to in Section 2.10.1 ("Fair Share Fees"). Owner shall pay such fees to the City to be held by City prior to and as a condition of the payment of the first building permit applicable to the Project. City shall have no obligation to segregate such amounts or to pay interest on such fees.

2.11 Completion of Improvements. The City generally requires that all improvements necessary to service new development be completed prior to issuance of building permits. The Parties acknowledge that some of the backbone or in-tract improvements associated with the development of the Property may not need to be completed to adequately service portions of the Property as such development occurs. Therefore, as and when portions of the Property are developed, only the backbone or in-tract infrastructure improvements required to service such portion of the Property in accordance with the Project Rules (e.g., pursuant to specific tentative

map conditions or other land use approvals) shall be completed prior to issuance of any building permit or certificate of occupancy within such portion of the Property as determined by the City.

2.12 Sewer.

2.12.1 **Beaumont Point Development On-Site Sewer Lift Station**. The Project requires the construction of the new onsite Beaumont Pointe Development Sewer Lift Station ("On-Site Lift Station") that is separate and upstream from the Crossroads Lift Station referenced in Section 2.8.3(a)). The On-Site Lift Station shall be constructed by Owner within the Project prior to receiving the first certificate of occupancy for the Project.

2.12.2 **Project Demand**. Peak sewer flow from the Project's On-Site Sewer Lift Station is derived from the Beaumont Pointe Development Sewer Lift Station and Force Main Preliminary Design Report dated October 2023 ("On-Site PDR"). The On-Sight PDR identifies a peak dry weather sewer flow of 170 GPM from the Project and a peak sewer flow of 233 GPM from the On-Site Sewer Lift Station to the Beaumont Crossroads Lift Station ("Reserved Off-Site Flow"). The Crossroads Design Memorandum for the downstream Crossroads Lift Station (as defined in 2.8.3) sizes the Crossroads Lift Station Upgrades based on this peak sewer flow of 233GPM. The On-Site PDR derives the peak sewer information based upon the land uses, building square footage and acreage for the Project as provided in the Crossroads Design Memorandum and Table 1 in Exhibit "E" to this Agreement. The Crossroads Design Memorandum (Table 2 to Exhibit "E") also identifies the peak sewer generation flows for each Planning Area within the Project based upon the uses, square footage and acreage in Table 1 of Exhibit "E" to this Agreement. The On-Site PDR has not been approved by City and is subject to further study and analysis by the City's consultants. Therefore, the On-Site PDR and Exhibit "E" are subject to such modification and change as determined by the City's consultant and such study with changes and modifications shall be deemed and defined as the On-Site PDR. Except as set forth in this Section 2.12, peak sewer flow from the Project to the Crossroads Lift Station shall be limited to the Reserved Off-Site Flow. In light of the construction by Owner of the Crossroads Lift Station Upgrades creating the Reserved Off-Site Flow, the Reserved Off-Site Flow for the Project is reserved as a vested right. If the Reserved Off-Site Flow to the Crossroads Lift Station is modified in any revised On-Site PDR, the Parties shall record a Minor Amendment to this Agreement establishing the new Reserved Off-Site Flow and the sizing of the Crossroads Lift Station Upgrades shall be adjusted accordingly. The On-Site PDR and the Crossroads Design Memorandum shall not impose a requirement on Owner to design or construct peak sewer flow capacity over and above that required for the Project except with regards to the Additional Wet Well Capacity (as defined in 2.8.3).

2.12.3 **Effect of Project Modifications**. At each Plot Plan review within the Project or at such other intervals as determined by City, the City shall identify and record the anticipated flows from the proposed use and, to determine available remaining capacity, shall deduct such anticipated flows from the total Reserved Off-Site Flow. Following occupancy, the Parties, or either of them, may calculate actual sewer flows from each Building to conform City records to the as-built sewer flow condition. However, if, at consideration of any Plot Plan, it is determined by the City that the projected maximum flow from the proposed use, together with actual measured flow generated by the Project, exceeds or will exceed the total Reserved Off-Site Flow such impacts shall be mitigated at the sole cost and expense of the Owner. Owner agrees not

to challenge such impact mitigation based on any argument that the impact was not caused by the Owner and agrees to mitigate the same. If an established use of a Building after the issuance of the initial Plot Plan approval is changed in a manner that increases the impact to the sewer system and the projected maximum flow from the proposed use, together with actual measured flow generated by the Project, exceeds or will exceed the total Reserved Off-Site Flow, the City reserves the right to require such Owner to mitigate such increase from the inception of such use in connection with any future approval of a Plot Plan, building permit or certificate of occupancy. City may enforce Owner's obligation by requiring Owner to pay for such mitigation impacts and they shall be due upon demand. City may also require the Owner to build such improvements or alter its use of the Project accordingly to resolve such sewer capacity issues. All sewer discharges from the Project shall comply with the applicable provisions of law, regulations, policies, and orders including, but not limited to, those contained in the Beaumont Municipal Code.

3. Obligations of Owner.

If Owner exercises its vested right to develop the Project and proceeds to develop the Project, Owner shall develop the Property in accordance with and subject to the terms and conditions of this Agreement and the Project Rules. The failure of Owner to comply with any term or condition of or fulfill any obligation of Owner under this Agreement, the Project Rules or this Agreement shall constitute a default by Owner under this Agreement; provided that failure of Owner to construct all or any portion of the Project, or to commence or complete the public benefits or any Public Improvements shall not be a default under this Agreement unless the Project is completed and such public benefits and Public Improvements are not then provided. Any default pursuant to this Section shall be subject to cure by Owner as set forth in Section 4 hereof.

4. Default, Remedies, Termination.

4.1 General Provisions. Subject to extensions of time by mutual consent in writing and as set forth in Section 1.3.2 of this Agreement with respect to Force Majeure Delay, failure or unreasonable delay by either Party to perform any term or provision of this Agreement shall constitute a default. In the event of default of any terms or conditions of this Agreement, the Party alleging such default shall give the other Party notice in writing specifying the nature of the alleged default and the manner in which said default may be satisfactorily cured; such period of time shall provide not less than fifteen (15) days from the date of receipt of such notice to cure any monetary default and thirty (30) days from the date of receipt of such notice to cure any non-monetary default, provided, however, for non-monetary defaults if the amount of time reasonably required to cure the breach exceeds thirty (30) days, the breaching Party shall have such longer time period as may be reasonably required provided that Owner has commenced to cure such default and is diligently prosecuting such cure to completion. During any such cure period, the Party charged shall not be considered in default for purposes of termination or institution of legal proceedings. After notice and expiration of the cure period, if such default has not been cured or if cure has been commenced but is not being diligently pursued in the manner set forth in the notice, the other Party to this Agreement may at its option:

(a) Terminate this Agreement (provided that if any portion of the Project or Property has previously been Assigned, such termination shall only affect the portion of the Property and/or Project owned by Owner claiming City default or the defaulting Owner, as

applicable), in which event neither Party shall have any further rights against or liability to the other with respect to this Agreement or the Property; provided that if the City commences such termination proceedings, it shall give not less than forty-five (45) days prior written notice thereof to Owner, which notice shall specify the affected Parcel or Parcels and the precise grounds for termination and shall set a date, time and place for a public hearing before the City Council. At the noticed public hearing, Owner and/or its designated representative, shall be given an opportunity to make a full and public presentation to the City and to respond to the City's evaluation of Owner's performance, either orally or in a written statement, at such Owner's election. If, following the taking of evidence and the hearing of testimony at said public hearing, the City finds, based upon substantial evidence, that Owner is not in compliance with a specific, material term or provision of this Agreement, then the City may (unless the Parties otherwise agree in writing to modify the Agreement) terminate this Agreement as to the applicable portion of the Property owned by the defaulting party only.

(b) Institute legal or equitable action to cure, correct or remedy any default, including but not limited to an action for injunctive relief or specific performance of the terms of this Agreement; provided, however, that in no event shall either Party be liable to the other for money damages for any default or breach of this Agreement except as specifically provided to the contrary in this Section 4.1(b). If any portion of the Project or Property has prior to such default been Assigned, such termination shall only affect the portion of the Property and/or Project owned by Owner claiming City default or the defaulting Owner, as applicable. Nothing herein shall preclude either Party from seeking reimbursement for amounts expressly required to be paid by one Party to the other under this Agreement including but not limited to application fees, Development Fees, reimbursement of consultants' fees to City, or TUMF credit agreement or any other reimbursement or credit agreement fees to Owner or to recover attorneys' fees if it is the prevailing Party as provided herein.

It is expressly recognized that (a) except as set forth above, injunctive relief and specific enforcement of this Agreement are the proper and desirable remedies and that Owner's sole legal remedy for a breach or violation of this Agreement by the City shall be a legal action in mandamus, specific performance or other injunctive or declaratory relief to enforce the provisions of this Agreement or to terminate this Agreement and (b) no act or omission of any Defaulting Owner shall by itself constitute a default by another Owner, and the City shall have no obligation whatsoever to cure any such default for the benefit of any other Owner within the Project.

4.2 Owner's Default; Enforcement. No building permit for a Building within a Planning Area shall be issued or building permit application accepted for the building shell of any structure on such Planning Area if the applicant or any Person controlling such applicant for the permit is in default under the terms and conditions of this Agreement unless such default is cured. Owner shall cause to be placed in any covenants, conditions and restrictions applicable to the Property, or in any ground lease or conveyance thereof, an express provision permitting an Owner

of the Property, lessee or the City acting separately or jointly to enforce the provisions of this Agreement and to recover attorneys' fees and costs for such enforcement.

4.3 Annual Review.

4.3.1 **Process**. Without limiting the effect of Section 4.1, the City Manager shall, at least every twelve (12) months during the term of this Agreement, review the extent of good faith substantial compliance by Owner with the terms and conditions of this Agreement since the preceding annual review. Such periodic review shall be limited in scope to compliance with the terms and conditions of this Agreement pursuant to Govt. Code Section 65865.1. The Planning Director shall begin the review proceeding by giving thirty (30) days prior written notice to Owner that the Planning Commission intends to undertake period review of the Agreement. Notice of such annual review shall include the statement that any review may result in amendment or termination of this Agreement. The Planning Commission shall conduct a public hearing at which the Owner shall demonstrate good faith compliance with the terms of this Agreement. The Planning Commission shall determine upon the basis of substantial evidence whether or not Owner has, for the period under review, complied in good faith with the terms and conditions of this Agreement.

(a) If the Planning Commission finds and determines on the basis of substantial evidence that Owner has complied in good faith with the terms and conditions of the Agreement during the period under review, the review for that period is concluded and, if requested by Owner, the City shall issue the Certificate described in Section 4.3.5.

(b) If the Planning Commission finds and determines on the basis of substantial evidence that Owner has not complied in good faith with the terms and conditions of the Agreement during the period under review, the City shall provide written notice to Owner of the determination by registered mail.

The Planning Commission shall make its decision regarding compliance within twenty (20) days after the close of each public hearing. Notice of the decision shall be filed by the Planning Director with the City Clerk, together with a report of the proceedings, and a copy mailed by registered mail to Owner.

4.3.2 **Appeal; City Council Review**. The decision of the Planning Commission shall be final unless, within fifteen (15) days of the mailing of said decision, Owner or any interested person files an appeal or unless the City Council orders the matter set for public hearing. If the Planning Commission is unable to make a decision, that fact shall be reported to the City Council in the same manner for reporting decisions and the failure to make a decision shall constitute a denial of the application. The City Council may refer the matter back to the Planning Commission for further proceeding or for report and recommendation, provided that the City Council shall make the final decision.

4.3.3 **Owner Right to Respond and Cure**. Proceedings related to modification or proposed termination of this Agreement shall be conducted in accordance with Section 4.1(a). At each public hearing, Owner shall be provided an opportunity to respond to any report or finding; any such response submitted in writing shall be included by the City Manager in

the submittal to the City Council. Except as specifically provided to the contrary in this Agreement, failure to prosecute the Project alone shall not be a default under this Agreement or a cause for finding of noncompliance at annual review. If there is more than one Owner, then the finding of the Planning Commission and City Council shall be made with respect to the conduct of each Owner individually and the noncompliance applicable to one Owner shall not be a basis to find noncompliance by other Owner(s) in the absence of a determination that the other Owner(s) are also noncompliant under this Agreement. Prior to any modification or termination of this Agreement, Owner shall be provided a right to cure any alleged default in accordance with Section 4.1.

4.3.4 **Effect of No Review**. Failure of the City to conduct an annual review shall not constitute a waiver by the City of its rights to otherwise enforce the provisions of this Agreement nor shall Owner have or assert any defense to such enforcement by reason of any such failure to conduct an annual review. Owner shall not be penalized in the event that the City fails to request periodic review as contemplated in this Section. Any finding of non-compliance with this Agreement shall be made solely on the basis of substantial evidence that Owner has not complied in good faith with the terms and conditions of this Agreement at or following a public hearing.

4.3.5 **Certificate of Agreement Compliance**. If, at the conclusion of a periodic review, Owner is found to be in compliance with this Agreement, the City shall, upon written request of the Owner, issue a Certificate (the "Certificate") to Owner stating that after the most recent periodic review and based upon the information known or made known to the Planning Commission that: (a) this Agreement remains in effect, and (b) Owner is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, and shall state the anticipated date of commencement of the next periodic review. Owner may record the Certificate with the County Recorder. If the City does not find Owner to be in compliance with this Agreement, it shall not be obligated to issue the Certificate.

4.4 Limitation on Liability. In no event shall the City, or its public officials, officers, agents or employees or Owner or its employees, officers, members or partners, be liable in damages for any breach or violation of this Agreement.

4.5 Applicable Law, Venue and Attorneys' Fees. This Agreement shall be construed and enforced in accordance with the laws of the State of California exclusive of its choice of law rules and the venue for any legal action concerning this Agreement shall be in Riverside County Superior Court. Owner acknowledges and agrees that the City has approved and entered into this Agreement in the sole exercise of its legislative discretion and that the standard of review of the validity or meaning of this Agreement shall be that accorded legislative acts of the City. Should any legal action be brought by a Party for breach of this Agreement or to enforce any provision herein, the prevailing Party of such action shall be entitled to reasonable attorneys' fees, expert witness fees, court costs and such other costs as may be fixed by the Court.

4.6 Invalidity of Agreement. If this Agreement shall be determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment. If any provision of this Agreement shall be determined by a court to be invalid or

unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any state or federal law which becomes effective after the date of this Agreement and either Party in good faith determines that such provision is material to its entering into this Agreement, either Party may elect to terminate this Agreement as to all obligations then remaining unperformed in accordance with the other provisions of this Agreement. In all other cases, the Parties shall negotiate in good faith for amendments to this Agreement that will cure the invalidity or unenforceability.

4.7 Termination for Reasons Other than Owner or City Default. Notwithstanding that there is no default by either Party under this Agreement, this Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

(a) Expiration of the Term or failure of LAFCO to approve the Annexation Applications within the time period set forth in Section 1.3.1.

(b) Entry after all appeals have been exhausted, of a final judgment or issuance of a final order by a court of competent jurisdiction directing the City to set aside, void or annul the adoption of the ordinance approving this Agreement or the adoption of the Existing Project Approvals, provided the time for filing any return to writ has also expired.

(c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement and the Existing Project Approvals or any thereof.

(d) Owner's election to terminate this Agreement. If Owner elects not to develop Property as a commercial and industrial project in substantial conformance with the Project Approvals or elects to terminate this Agreement pursuant to Section 2.9.2 or Section 13.2 of this Agreement, Owner shall provide notice of said election to the City.

Upon the termination of this Agreement pursuant to Section 4.6 or this Section 4.7, no Party shall have any further right or obligation hereunder, except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth as surviving this Agreement. Termination of this Agreement shall not affect any of the covenants of the City or Owner specified in this Agreement to continue after the termination of this Agreement.

5. Hold Harmless Agreement.

5.1 Hold Harmless Agreement. Owner hereby agrees to and shall hold the City, its elective and appointive council members, boards, commissions, officers, agents and employees harmless from any liability for damage or claims for damage for personal injury, including death, as well as from claims for property damage, which may arise from Owner or Owner's contractors, subcontractors, agents or employees operations under this Agreement, whether such operations be by Owner, or by any of Owner's contractors, subcontractors, or by any one or more Person(s) directly or indirectly employed by or acting as agent for Owner or any of Owner's contractors or subcontractors provided that the foregoing shall not extend to (a) any breach by the City of its obligations under this Agreement, or (b) any claim that is the result of the gross negligence or willful misconduct of the City. In the event of any legal action instituted by a third Party or any

governmental entity or official arising out of the approval, execution or implementation of this Agreement (exclusive of any such actions brought by the City, any official of the City, or Owner), Owner agrees to and shall cooperate fully and join in the defense by the City of such action, and Owner shall pay the cost including attorney's fees arising from such defense as such expenses are incurred by the City, but in no event later than forty-five (45) days after receipt of the City's demand. In the event that this Agreement or any of the Project Approvals or the Annexation are the subject of legal challenge, and Owner is unable to proceed with the Project because of the litigation, the term of and timing of obligations imposed pursuant to this Agreement related to or affected by such legal challenge shall be automatically tolled during the pendency of the litigation. The Parties shall cooperate in the defense of all third-party challenges to the Project, the Project Approvals, this Agreement or the Annexation Applications, and shall keep each other informed of all developments relating to defense of such matters subject only to confidentiality requirements that may prevent the communication of such information. The City Manager is authorized to negotiate and enter into a joint defense agreement in a form reasonably acceptable to the City Attorney. Any joint defense agreement shall also provide that any proposed settlement of litigation or other challenge shall be subject to the Parties' approval, each in its reasonable discretion. Notwithstanding the foregoing, Owner may elect not to defend a challenge to the Project, the Project Approvals, this Agreement or the Annexation Applications. In such event, the City shall have the right, in its sole discretion, to defend against such action at its sole cost and expense or to elect not to defend such action. If Owner, and thereafter City, each elects not to defend against the action, Owner shall remain obligated to indemnify and hold Agency and City harmless from and against any damages, attorneys' fees or cost awards that are actually awarded; provided that Owner shall have the right, in its sole discretion, to withdraw on behalf of the City from or to settle such action or take other steps to minimize the costs of such challenge provided that the settlement agreement does not impose any monetary obligation on the City the cost of which is not paid by Owner. It is agreed by the City that Owner shall take the lead role defending against any legal action to which this Section applies and Owner may, in its sole discretion, elect to be represented by the legal counsel of its choice. The City may, in its sole discretion, elect to be separately represented by the City Attorney and/or outside legal counsel of its choice in any such action or proceeding with the reasonable costs of such representation to be paid by Owner. Notwithstanding the foregoing, the Parties intend that the City's role under this Section shall be primarily oversight although the City reserves the right to protect its interests, and the City shall make good faith efforts to maximize coordination and minimize its City Attorney, and any outside legal costs (for example, minimizing filing separate briefs, and duplication of effort to the extent feasible).

5.2 Prevailing Wages. Without limiting the foregoing, Owner acknowledges the requirements of California Labor Code §1720, *et seq.*, and 1770 *et seq*., as well as California Code of Regulations, Title 8, Section 1600 *et seq.* ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects, as defined by the Prevailing Wage Laws. If work pursuant to this Agreement is being performed by Owner as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation under the contract in question is $1,000 or more, Owner agrees to fully comply with such Prevailing Wage Laws. Upon Owner's request, the City shall provide a copy of the then current prevailing rates of per diem wages. Owner shall make available to interested Parties upon request, copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the work

subject to Prevailing Wage Laws and shall post copies at Owner's principal place of business and at the Property. Owner shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless pursuant to the indemnification provisions of this Agreement from any claim or liability arising out of any failure or alleged failure by Owner to comply with the Prevailing Wage Laws associated with any "public works" or "maintenance" projects associated with Project development.

5.3 Survival of Provisions. The provisions of this Section 5 shall survive the termination of this Agreement with respect to matters arising during the Term.

6. Project as a Private Undertaking.

It is specifically understood and agreed by and between the Parties that the development of the Property is a separately undertaken private development. No partnership, joint venture or other association of any kind between Owner and the City is formed by this Agreement. The only relationship between the City and Owner is that of a governmental entity regulating the development of private property and Owner of such private property.

7. Consistency with General Plan.

The City hereby finds and determines that execution of this Agreement is in the best interest of the public health, safety and general welfare and is consistent with the General Plan, as amended by the GPA.

8. Notices.All notices required by this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid or overnight mail delivery service, to the addresses of the Parties as set forth below. Notice required to be given to the City shall be addressed as follows:

the City of Beaumont
550 East 6th Street
Beaumont CA 92223
Attn: the City Manager

Notice required to be given to Owner shall be addressed as follows:

Beaumont Pointe Partners LLC
c/o Mike Masterson
18032 Lemon Drive, Suite 367
Yorba Linda, CA 92886

Either Party may change the address stated herein by giving notice in writing to the other Party, or by modifying the address for written notice in a written Assignment agreement submitted to the City pursuant to the requirements of this Section and recorded against the Property or applicable portion thereof. Thereafter notices shall be addressed and transmitted to the new address. If there is more than one Owner, notices shall be sent by the City to each and every Owner unless otherwise specified in an assignment and assumption agreement recorded against the Property.

9. Recordation.

When fully executed, this Agreement shall be recorded in the official records of Riverside County, California. Any amendments to this Agreement shall also be recorded in the official records of Riverside County.

10. Estoppel Certificates.

Either Party may, at any time, and from time to time, but no more often than quarterly, unless in connection with an Assignment, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party, (a) this Agreement is in full force and effect and a binding obligation of the Parties, (b) this Agreement has not been amended or modified or, if so amended or modified, identifying the amendments or modifications, and (c) the requesting Party is not in default in the performance of its obligations under this Agreement to the knowledge of the responding Party, or if in default, to describe therein the nature and extent of any such defaults. The City Manager shall be authorized to execute any certificate hereunder. Each Party from which an estoppel certificate is requested shall provide a fully executed certificate within thirty (30) calendar days following the date of written request.

11. Financial Commitments and Public Benefits.

11.1 Community Facilities District. If Owner exercises its vested right to develop the Project, at the request of Owner, the City shall cooperate in forming a Community Facilities District or Districts (or other public finance district or program allowed by under State law) ("CFD") for the purpose of financing development impact fees, fair share fees and the construction and/or acquisition of public infrastructure and facilities within the Project area or for the provision of services ("Project CFD(s)"). In the case of a CFD or CFDs to finance the construction and/or acquisition of public infrastructure and facilities, Owner and the City shall cooperate in financing the maximum feasible amount consistent with the City's Community Facilities Districts' goals and policies at the time of formation of the Project CFD(s) and when bonds, if any, are issued, and sound municipal finance practices as determined by the City and its consultants. Depending on market conditions, diversity of ownership and development status at the time of issuance of bonds, if any, for the Project CFD(s), the City may in its sole discretion require one or more letters of credit or other security from Owner, its Assignee or other property owners within the Project CFD(s) to secure the payment of special taxes in the Project CFD(s) until the Project is substantially developed. Owner shall advance all costs of formation of any such district or program, subject to a mutually acceptable reimbursement agreement. Any financing district shall provide for the reimbursement to Owner of any advances by Owner, including but not limited to the costs expended by Owner to construct any infrastructure or public facilities and to pay any development impact fees and/or fair share fees, whether incurred prior to or following creation of the Project CFD(s), and the other costs incurred by Owner that are directly related to the financing district, such as the costs of legal counsel, special tax consultants, engineers, etc. Owner agrees to promptly submit to the City a detailed accounting of all such other costs incurred by Owner as well as backup documentation for all such expenses such as invoices and receipts, if requested by City, at such time as Owner makes application for reimbursement. Such other costs will be reimbursed to Owner only to the extent that City's bond counsel determines that such reimbursement is permitted under relevant State law, and that such costs are reasonable and

necessary to the formation of a financing district, or otherwise were incurred in furtherance of the purposes of the financing district.

11.2 Public Benefits and Public Improvements.

11.2.1 Following its commencement of construction of any phase of the Project and in all cases subject to Sections 2.6 and 3 of this Agreement, Owner will construct the Public Improvements required by the Existing Project Approvals or any Subsequent Project Approvals in phases concurrent with the development of each Building of each phase of the Project and in accordance with the phasing plan set forth in the Specific Plan.

11.2.2 The Project provides for certain public benefits including but not limited to the following:

(a) Full cost of build out and dedication of 4th Street and Jack Rabbit Trail on the Property as new public roads.

(b) The Public Benefits Fee described in Section 11.3.

(c) Expansion of the sewer lift station at 4th Street and Potrero Boulevard to increase capacity required to serve the Project, providing capacity for the Project and Additional Wet Well Capacity available to the City.

(d) Payment of TUMF, school fees, MSHCP fees, Development Fees, and utility connection fees subject to fee credits as described in this Agreement.

(e) Construction of Offsite Traffic Improvements and/or payment of fair share contributions towards traffic improvements as described on Exhibit "D".

(f) Conveyance of 230.82 acres of land, including 152.42 acres on the Property (Planning Area 10) and 78.40 acres of land offsite, to RCA or to another conservation agency or non-profit organization with the approval of RCA to further wildlife interests, providing access for wildlife movement to Caltrans constructed and proposed wildlife undercrossings along the SR-60 Freeway abutting the northern Project boundary and construction of fencing around property perimeter to support the function of Proposed Core 3 of the MSHCP, consistent with the MSHCP goals of providing live-in habitat and facilitating movement of wildlife.

(g) Increase in local tax revenues including sales and property taxes and transit occupancy taxes.

(h) Increase in employment opportunities in local area.

11.3 Public Benefit Fee. As consideration for City's approval and performance of its obligations set forth in this Agreement, Owner shall voluntarily pay to City a fee that shall be in addition to any other fee or charge to which the Property and the Project would otherwise be subject (herein, the "Public Benefit Fee") in the sum of One Dollar ($1.00) per square foot of Building Square Footage (as that term is defined in the Specific Plan) for Industrial uses listed as permitted or conditional Industrial uses in the Specific Plan. Owner shall pay the Public Benefit

Fee for each Building within the Project prior to the issuance of a certificate of occupancy with respect to such Building. Owner acknowledges by its approval and execution of this Agreement that it is voluntarily agreeing to pay the Public Benefit Fee, that its obligation to pay the Public Benefit Fee is an essential term of this Agreement and is not severable from City's obligations and Owner's vesting rights to be acquired hereunder, and that Owner expressly waives any constitutional, statutory, or common law right it might have in the absence of this Agreement to protest or challenge the payment of such fee on any ground whatsoever, including without limitation pursuant to the Fifth and Fourteenth Amendments to the United States Constitution, California Constitution Article I Section 19, the Mitigation Fee Act (California Government Code Section 66000 et seq.), or otherwise. In addition to any other remedy set forth in this Agreement for Owner's default, if Owner shall fail to timely pay any portion of the Public Benefit Fee prior to issuance of the certificate of occupancy for any Building the City shall have the right to withhold issuance of the certificate of occupancy for such Building until the Public Benefit Fee for that Building is paid, provided that the City shall not have the right to withhold building or occupancy permits or other permits or approvals from a different Owner for another portion of the Project or another Building within the Project based on that default alone.

12. Provisions Relating to Lenders.

12.1 Lender Rights and Obligations.

12.1.1 **Prior to Lender Possession**. Owner may enter into mortgages, deeds of trust and other security instruments described in the following sentence secured by Owner's interest in the Property. The holder or beneficiary of any indenture of mortgage or deed of trust, hypothecation, pledge, assignment for security purposes, bond, grant of taxable or tax exempt funds from a governmental agency or other security interest or any documents constituting or relating to a sale-leaseback transaction ("Lender") shall have no obligation or duty under this Agreement to construct or complete the construction of improvements, or to guarantee such construction or completion, and shall not be obligated to pay any fees or charges which are liabilities of Owner or Owner's successors-in-interest, but such Lender shall otherwise be bound by all of the terms and conditions of this Agreement which pertain to the Property or such portion thereof in which Lender holds an interest.

12.1.2 **Lender in Possession**. A Lender who comes into possession of the Property, or any portion thereof, pursuant to foreclosure of a mortgage or deed of trust, or a deed in lieu of foreclosure, shall not be obligated to pay any fees or charges which are obligations of Owner and which remain unpaid as of the date such Lender takes possession of the Property or any portion thereof. Provided, however, that a Lender shall not be eligible to apply for or receive Project Approvals with respect to the Property, or otherwise be entitled to develop the Property or devote the Property to any uses or to construct any improvements thereon other than the development contemplated or authorized by this Agreement and subject to all of the terms and conditions hereof, including payment of all fees (delinquent, current and accruing in the future) and charges, and assumption of all obligations of Owner hereunder; provided, further, that no Lender, or successor thereof, shall be entitled to the rights and benefits of Owner hereunder or entitled to enforce the provisions of this Agreement against the City unless and until such Lender or successor in interest qualifies as a recognized Assignee of this Agreement and makes payment of all delinquent and current City fees and charges pertaining to the Property.

12.1.3 **Notice of Owner's Breach Hereunder**. If the City receives notice from a Lender having a secured interest in the property within the Project requesting a copy of any notice of default given to Owner hereunder and specifying the address for notice thereof, then the City shall deliver to such Lender, concurrently with service thereon to Owner, any notice given to Owner with respect to any claim by the City that Owner is in default, and if the City makes a determination of non-compliance, the City shall likewise serve notice of such noncompliance on such Lender concurrently with service thereof on Owner.

12.1.4 **Lender's Right to Cure**. Each Lender shall have the right (but not the obligation) for a period of sixty (60) days after the expiration of the time period for cure provided to Owner pursuant to Section 4.1 to cure or remedy, or to commence to cure or remedy, the default claimed or the areas of noncompliance set forth in the City's notice. If the default or such noncompliance is of a nature which can only be remedied or cured by such Permitted Mortgagee upon obtaining possession, such Permitted Mortgagee may seek to obtain possession with diligence and continuity through a receiver or otherwise and may thereafter remedy or cure the default or noncompliance within sixty (60) days after obtaining possession. If any default or noncompliance cannot, with diligence, be remedied or cured within such sixty (60) day period, then such Permitted Mortgagee shall have such additional time as may be reasonably necessary to remedy or cure such default or noncompliance if such Permitted Mortgagee commences cure during such sixty (60) day period and thereafter diligently pursues completion of such cure to completion. Notwithstanding the foregoing, nothing in this Agreement shall be deemed to permit or authorize any Permitted Mortgagee to undertake or continue construction or completion of any improvements comprising the Project (beyond the extent necessary to conserve or protect improvements or construction already. completed) without first having expressly assumed Owner's obligations under this Agreement.

12.1.5 **Other Notices by the City**. A copy of all other notices given by the City to Owner pursuant to the terms of this Agreement shall also be sent to any Lender who has requested such notices at the address provided to the City by the Lender.

12.2 Right to Encumber. The City agrees and acknowledges that this Agreement shall not prevent or limit Owner of any interest in the Property, or any portion thereof, at any time or from time to time in any manner, at such Owner's sole discretion, from encumbering the Property, the improvements thereon, or any portion thereof with any mortgage, deed of trust, sale and leaseback arrangement or other security device.

12.3 Reasonable Modifications. The City agrees that it shall consider and adopt as Minor Amendments such other industry standard provisions requested by Owner to obtain financing if the same is requested by a Lender in order to protect its collateral under any deed of trust, mortgage or other security instrument, provided the same does not materially diminish the interests of the City under this Agreement.

13. Annexation.

13.1 Annexation. The City and Owner shall cooperate and use their good faith efforts to cause the Property to be annexed into the City, subject only to the Project Rules and the mitigation measures in the MMRP and such other conditions as may be imposed by LAFCO. The

City shall approve a resolution supporting the Annexation. Owner and the City shall diligently pursue the filing and approval of the Annexation Applications with LAFCO in good faith at all times until a final decision is obtained from LAFCO. If LAFCO does not approve the Annexation Applications on or before the Outside Annexation Date, this Agreement shall automatically terminate and be of no further force or effect. The City shall, if requested by Owner, execute in recordable form and cause to be recorded in the Official Records, a memorandum or amendment of this Agreement confirming the Annexation and establishing the Annexation Date.

13.2 Effect of Denial of Annexation. The Parties agree that if LAFCO denies the Annexation Applications, or any one thereof, or any successor annexation application prepared by either of the Parties, the Parties will negotiate in good faith to preserve this Agreement and the Project Approvals to the maximum extent that same may be consistent with that denial and the Parties' commercial concerns. Notwithstanding this commitment to negotiate in good faith, Owner reserves the absolute right to terminate this Agreement if LAFCO denies the Annexation Applications, or either of them, or any successor annexation application prepared by either of the Parties.

14. Western Riverside County Multiple Species Habitat Conservation Plan.

14.1 Criteria Refinement; Map Amendment; Agreement. On behalf of the City and Owner, Glenn Lukos Associates, Inc. prepared a Criteria Refinement analysis (Technical Appendix C2 to the EIR) ("Criteria Refinement") demonstrating that the proposed Criteria Refinement would be at least equivalent to the existing criteria of the MSHCP as it applies to Effects on Habitats, Effects on Covered Species, Effects on Core Areas, Effects on Linkages and Constrained Linkages, Effects on Non-Contiguous Habitat Blocks, Effects on MSHCP Conservation Area Configuration and Management, Effects on Ecotones, and Acreage Contributed to the MSHCP Conservation Area. The Criteria Refinement was approved and determined to be in concurrence with the MSHCP by the RCA and the Wildlife Agencies on November 9, 2022. On November 9, 2022, the Wildlife Agencies issued a letter to the City concurring with the RCA's Findings that the proposed Revised Criteria Refinement is superior or equivalent to conservation described within Proposed Core 3. In furtherance of the findings, the Project will be constructed in compliance with the Criteria Refinement. The Project requires a Minor Amendment of the MSHCP for any annexation associated with the Project and to allow RCA to conform the mapping information for the MSHCP to the Criteria Refinement. The City shall initiate and process to completion all required amendments of the MSHCP mapping information to conform that mapping information to reflect the annexation and the approved Criteria Refinement.

14.2 Effect of Approvals. The City agrees that the Joint Project Review (JPR), Determination of Biologically Equivalent or Superior Preservation (DBESP) and Cell Criteria Refinement for the Project approved by RCA and concurred in by the Wildlife Agencies shall apply to all further discretionary actions and provided that the Project remains consistent with the Applicable Rules, the City will not refer future discretionary actions to RCA for further review.

15. Cooperation and Defense of Agreement.

15.1 Further Actions and Instruments. The Parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all

obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either Party at any time, the other Party shall promptly execute, with acknowledgement or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement. The Parties further agree to mutually cooperate with one another in carrying out the purposes of this Agreement.

15.2 Defense of Agreement. The City agrees to and shall timely take all actions which are reasonably necessary or required to uphold the validity and enforceability of this Agreement and the Project Rules. If this Agreement is adjudicated and determined to be invalid or unenforceable, the City agrees, subject to all legal requirements, to consider and implement all modifications to this Agreement which are reasonably necessary or required to render it valid and enforceable to the extent permitted by applicable law.

15.3 No Moratorium. No future amendment of any existing City ordinance or resolution, or future adoption of any ordinance, resolution or other action, that purports to limit the rate or timing over time of development or construction of all or any part of the Project or alter the sequencing of development phases or alter or limit entitlements to use or service (including but not limited to water and sewer), whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether adopted or imposed by the City Council, an agency of the City or through the initiative or referendum process, shall apply to the Property or any portion thereof, provided, however, the provisions of this Section shall not affect City's compliance with moratoria or other limitations mandated by other governmental agencies or court-imposed moratoria or other limitations; provided that the City shall not comply with any such moratoria or other limitations that are inconsistent with the Project Rules unless required pursuant to Section 2.9.2(b) or (c).

15.4 Certificate of Performance. Upon the completion of the Project, or the development of any Parcel, or upon performance of this Agreement or its earlier revocation and termination, the City shall provide Owner, upon Owner's request, with a statement ("Certificate of Performance") evidencing said completion or revocation and the release of Owner from further obligations hereunder, provided that if the release relates to the completion of only a phase or particular parcels, the release shall pertain solely to the parcel or parcels which have been completed. The Certificate of Performance shall be signed by the appropriate agents of Owner of the affected parcel(s) or phase and the City and shall be recorded in the official records of Riverside County, California. Such Certificate of Performance is not a notice of completion.

16. General.

16.1 Entire Agreement. This Agreement is executed in duplicate originals, each of which is deemed to be an original. This Agreement constitutes the entire understanding and

agreement of the Parties. Unless specifically stated to the contrary, the reference to an exhibit by designated letter or number shall mean that the exhibit is made a part of this Agreement.

16.2 Section Headings. All article, section and subsection headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Amendment.

16.3 Singular and Plural. As used herein, the singular of any word includes the plural.

16.4 Time of Essence. Time is of the essence in the performance of the provisions of this Amendment as to which time is an element.

16.5 Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Amendment by the other Party, or the failure by a Party to exercise its rights upon the default of the other Party, shall not constitute a waiver of such Party's right to insist and demand strict compliance by the other Party with the terms of this Amendment thereafter.

16.6 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the Parties and their successors and assigns. No other Person shall have any right to action based upon any provision of this Amendment.

16.7 Recitals; Exhibits. The Parties agree that the Recitals above are true and correct and intend to be bound by same. The Parties further agree to the incorporation by reference herein of said Recitals, together with all definitions provided and exhibits referenced in this Agreement, including in said Recitals.

16.8 Counterparts. This Amendment may be executed by the Parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the Parties had executed the same instrument.

[SIGNATURES FOLLOW]

CITY:

CITY OF BEAUMONT

By:_____
Mayor, the City of Beaumont

Attest:_____
the City Clerk of the City of Beaumont

OWNER:

BEAUMONT POINTE PARTNERS LLC,
a Delaware limited liability company

By: _____
Name _____
Its: _____

CALIFORNIA ALL PURPOSE ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of _____

On _____ before me, _____,
Date (Insert Name and Title of the Officer)

personally appeared _____
Name(s) of Signer(s)

_____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal and/or Stamp above

Signature: _____
Signature of Notary Public

CALIFORNIA ALL PURPOSE ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of _____

On _____ before me, _____,
Date (Insert Name and Title of the Officer)

personally appeared _____
Name(s) of Signer(s)

_____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal and/or Stamp above

Signature: _____
Signature of Notary Public

EXHIBIT "A"

LEGAL DESCRIPTION AND DEPICTION OF PROPERTY

EXHIBIT "B"

EXISTING PROJECT APPROVALS

1. General Plan Amendment (PLAN2019-0284)
2. Pre-Zoning and Adoption of Specific Plan (No. SP2019-0003)
3. Sign Program (No. _____)
4. Vesting Tentative Parcel Map No. _____
5. Development Agreement (_____)
6. EIR (ENV2019-0008), SCH Number 2020099007

EXHIBIT "C"

DEVELOPMENT FEES IN EFFECT AS OF EFFECTIVE DATE

City of Beaumont Development Related Fee Schedule Effective July 1, 2023
[See Attached]

EXHIBIT "D"

OFFSITE TRAFFIC IMPROVEMENTS*

Traffic Study Intersection No	Intersection Location	Jurisdiction	Improvement	Complete Prior To:	DIF
4	Potrero Boulevard & 4th Street	County of Riverside	• Add 2nd EB left turn lane • Modify traffic signal to implement overlap phasing for the SB right turn lane	First Certificate of Occupancy for Phase 2 (any Industrial Uses on the Property above 1,379,191 square feet)	Yes (DIF) Yes (DIF)
5	Desert Lawn Drive & Oak Valley Parkway	City of Beaumont	Install a traffic signal	First Certificate of Occupancy for any permanent use on the Property	Yes (DIF

*Source: Traffic Impact Analysis by Urban Crossroads, dated September 22, 2023 as approved by City.

EXHIBIT "E"

EXCERPTS FROM CROSSROADS DESIGN MEMORANDUM AND ON-SITE PDR

[see attached]

The following table identifies the proposed land uses and square footage and acreage for each Planning Area within the Project.

Table 1: Beaumont Pointe Development – Land Uses

Planning Area	Land Uses Within Planning Area	Land Use Quantities	
		Quantity	Units
P.A.1	Restaurant	30,000.0	sq. ft
	Entertainment	4.96	acres
P.A.2	Hotel	125	# of Rooms
P.A.3	Industrial Warehouse	26,000 (0.60)	sq. ft (acres)
P.A.4	Industrial Warehouse	1,379,880 (31.7)	sq. ft (acres)
P.A.5	Industrial Warehouse	994,340 (22.83)	sq. ft (acres)
P.A.6	Industrial Warehouse	675,400 (15.5)	sq. ft (acres)
P.A.7	Industrial Warehouse	589,240 (13.5)	sq. ft (acres)
P.A.8	Industrial Warehouse	1,294,800 (29.7)	sq. ft (acres)
P.A.9	Recreation and Conservation	0.0	acres
P.A.10	Conservation	0.0	acres

The following table identifies the sewer generation peak flows for each Planning Area within the Project.

Table 2: Beaumont Pointe Development – Average Dry Weather Flows

Planning Area	Land Uses Within Planning Area	Land Use Quantities		ADWF Generation Rate Factor		ADWF (GPD)	ADWF (GPM)
		Quantity	Units	Factor	Units		
P.A.1	Restaurant	30,000.0	sq. ft	0.75	GPD/sq. ft	22,500	15.6
	Entertainment	4.96	acres	1,175.00	GPD/acre	5,828	4.0
P.A.2	Hotel	125.0	# of Rooms	80.00	GPD/room	10,000	6.9
P.A.3	Industrial/Warehouse	0.6	acres	413.82	GPD/acre	248	0.2
P.A.4	Industrial/Warehouse	31.7	acres	413.82	GPD/acre	13,118	9.1
P.A.5	Industrial/Warehouse	22.83	acres	413.82	GPD/acre	9,448	6.6
P.A.6	Industrial/Warehouse	15.5	acres	413.82	GPD/acre	6,416	4.5
P.A.7	Industrial/Warehouse	13.5	acres	413.82	GPD/acre	5,587	3.9
P.A.8	Industrial/Warehouse	29.7	acres	413.82	GPD/acre	12,290	8.5
P.A.9	Recreation and Conservation	0.0	acres	0.00	-	0	0.00
P.A.10	Conservation	0.0	acres	0.00	-	0	0.00
Total Average Dry Weather Flow						**85,433**	**59.3**
Total Peak Dry Weather Flow						**245,193**	**170.3**

The following table shows the current firm pumping capacity requirements and the capacity of the Beaumont Point Lift Station as of the Effective Date.

Table 3: Beaumont Crossroads Lift Station – Interim – Required Firm Pumping Capacity

Parameter	Flow (GPD)	Flow (GPM)
Total Peak Dry Weather Flow	245,761	170.67
Required Pump Capacity Design Factor	1.20	
Total Required Firm Pumping Capacity	**294,913**	**204.80**
Current Firm Pumping Capacity		**300.00**

The following table shows the firm pumping capacity requirements including the Beamont Pointe Project, the capacity of the Beaumont Crossing lift station as of the Effective Date, and the proposed capacity of the lift station following the construction of the Crossroads Lift Station Upgrades.

Table 4: Beaumont Crossroads Lift Station – Interim + Beaumont Pointe – Required Firm Pumping Capacity

Parameter	Flow (GPM)
Total Peak Dry Weather Flow	403.67
Required Pump Capacity Design Factor	1.20
Total Required Firm Pumping Capacity	**484.00**
Current Firm Pumping Capacity	**300.00**
Proposed Firm Pumping Capacity Provided by Beaumont Pointe Development Team	**514**

The following table shows the peak dry weather flows from the Project.

Table 5: Beaumont Development – Peak Dry Weather Flows

Parameter	Flow (GPD)	Flow (GPM)
Average Dry Weather Flow[1]	85,433	59.30
Peak Dry Weather Flow Peaking Factor[2]	2.87	
Peak Dry Weather Flow	**245,193**	**170.3**

The following table shows the design criteria for the Project's On-Site Sewer Lift Station.

Table 6: Beaumont Pointe Development Sewer Lift Station Pumps – Design Criteria

Design Criteria	Value
Design Flow	230 GPM
Total Dynamic Head	105-110 feet
Motor Rated Voltage	480 V, 3 phase
Motor Rated Horsepower	12 HP
Maximum Operating Speed	3510 RPM
Type	Submersible
Impeller Type	Adaptive, Solids Handling, Non-Clogging and Self-Cleaning
Inlet Diameter	6 inches
Discharge Diameter	3 inches

EXHIBIT "F"

DEFINITIONS

For purposes of this Agreement, the following initially capitalized terms shall have the meanings set forth below.

"Additional Capacity" is defined in Section 2.8.3(b) to this Agreement.

"Additional Wet Well Capacity" is defined in Section 2.8.3(a) to this Agreement.

"Agreement" is defined in the first paragraph to this Agreement.

"Annexation" is defined in Recital D to this Agreement.

"Annexation Applications" is defined in Recital D to this Agreement.

"Annexation Date" is defined in Section 1.3 to this Agreement.

"Applicable Rules" means (a) the existing land use regulations of the City, including but not limited to the General Plan, the Existing Project Approvals and other laws, statutes, ordinances, rules and regulations and official policies governing permitted uses of land, density, design and improvement applicable to development of the Project on the Property as of the Effective Date, including but not limited to those governing the issuance of permits and approvals for the Project and the planning and zoning laws applicable to the Project and (b) Future Rules that are not inconsistent with the foregoing and made applicable to the Project in accordance with the requirements of this Agreement or are agreed to by Owner and the City.

"Assign" or "Assigns" means and includes any voluntary or involuntary transfer, sale, encumbrance, assignment, collateral assignment, assignment for security purposes, or other security interest or any documents constituting or relating to a sale-leaseback transaction (including but not limited to a Lender as described in Section 1.5.5 and/or Section 12 of this Agreement), conveyance, lease or other transfer, of all or any portion of the Property, or any rights or obligations of Owner to any Person and/or the transfer of Control with respect to any Owner.

"Assignee" means any Person to which Owner Assigns all or any portion of its interest in the Property and this Agreement pursuant to Section 1.5 below. Following an Assignment to an Assignee as set forth in Section 1.5, such Assignee shall be an Owner under this Agreement.

"Assignment" is defined in Section 1.5.1 to this Agreement.

"BCVWD" is defined in Recital D to this Agreement.

"Benefiting Parties" is defined in Section 2.8.3(b) to this Agreement.

"Building" means each building or structure constructed on the Property for which a certificate of occupancy is required to be issued.

"Certificate" is defined in Section 4.3.2 to this Agreement.

"CEQA" means the California Environmental Quality Act, codified at Govt. Code Section 21100 et seq. and the guidelines thereto, 14 C.C.R. Section 15000 et seq.

"Certificate of Performance" is defined in Section 15.4 to this Agreement.

"CFD" is defined in Section 11.1 to this Agreement.

"City" is defined in the first paragraph to this Agreement.

"City Council" is defined in Recital F to this Agreement.

"Control", "Controlled" or "Controlling", as used with respect to any Person, means the possession, directly or indirectly (including through one or more intermediaries), of the power to direct or cause the direction of the management and policies of such Person, including, without limitation, through the ownership or control of voting securities, partnership interests, membership interests, or other equity interests, acting as the manager of a limited liability company, or otherwise.

"Controlling Person" means (a) any Person who Controls Owner and (b) any Person who Controls a Controlling Person. The Controlling Person of Beaumont Pointe Partners LLC as of the Effective Date is JRT BP 1 LLC, a California limited liability company. In addition, Philip W. Cyburt and Michael Masterson are together and individually deemed a Controlling Person of Beaumont Pointe Partners LLC.

"Criteria Refinement" is defined in Section 14.1 to this Agreement.

"Crossroads Design Memorandum" is defined in Section 2.8.3(a) to this Agreement.

"Crossroads Lift Station" is defined in Section 2.8.3(a) to this Agreement.

"Crossroads Lift Station Upgrades" is defined in Section 2.8.3(a) to this Agreement.

"Defaulting Owner" is defined in Section 1.5.7 to this Agreement.

"Development Agreement Laws" means Article 11, Section 7 of the California Constitution and Govt. Code Section 65864 et seq.

"Development Fees" is defined in Section 2.10.1 to this Agreement.

"DIF Study" means the City of Beaumont Engineering Department Transportation Infrastructure Needs Analysis adopted by the City prior to the Effective Date.

"Effective Date" is defined in Section 1.3.1 to this Agreement.

"Entitlement Applications" is defined in Recital F to this Agreement.

"Existing Lift Station" is defined in Section 2.8.3(a) to this Agreement.

"Existing Project Approvals" is defined in Recital F to this Agreement.

"Exactions" means any requirement of the City in connection with or pursuant to any Project Rule for the dedication of land, the construction of Public Improvements, or the payment of

Development Fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests, including without limitation payment of fees.

"Fair Share Fees" is defined in Section 2.10.6 to this Agreement.

"Force Majeure Delay" means the occurrence of any event beyond the reasonable control of the claiming Party and such Party's contractors and consultants and not due to an act or omission of such Party or any consultant, contractor or other Person for whom such Party may be contractually or legally responsible, which directly, materially and adversely affects the ability of the claiming Party to meet its non-monetary obligations under this Agreement, or the ability of Owner to complete the Project or any phase or improvement comprising a portion thereof, and which events (or the effect of which events) could not have been avoided by due diligence and use of reasonable efforts by the Party claiming Force Majeure Delay and comprising any of the following: (a) an epidemic, pandemic, quarantine or other national, state, or local mass medical emergencies; (b) rebellion, blockade, war, insurrection or similar hostilities, act of terrorism, riot, act of sabotage, civil commotion, act of a public enemy, freight embargo, or lack of transportation; (c) strikes or other labor problems; (d) changes in state or federal laws or regulations that impose moratoria or limit or restrict development of the Project in accordance with this Agreement; (e) floods, earthquakes, fires casualties or other acts of God; (f) moratoria enacted by governmental entities or agencies, or as a result of voter action, that limit or restrict Owner's ability to obtain utility service for the Project or to construct the Project in accordance with or perform its material obligations under this Agreement; (g) any lawsuit seeking to restrain, enjoin, challenge or delay any issuance of any Project Approval, the Annexation Applications(s) or CEQA determination or seeking to restrain, enjoin, challenge, or delay construction of the Project, (h) inability to satisfy the conditions of any approval or permit necessary for the development of the Project for reasons outside the reasonable control of Owner (such as inability to identify a mitigation bank that is accepting requests to provide mitigation required by MSHCP, state or federal permits or Project mitigation); (i) severe inclement weather conditions not reasonably anticipatable or (j) other matters outside of the control of the Party claiming Force Majeure Delay, provided that no claim of Force Majeure Delay by the City shall impede, limit or restrict the vested rights granted under this Agreement.

"Future Rules" means any and all future rules, ordinances, regulations or policies adopted by the City that are applicable to or affect the Property or the development of the Project and are not inconsistent with the Applicable Rules and are adopted in accordance with the requirements of this Agreement, including the reservation of authority to the City set forth in Section 2.9.2(a) through (e). For purposes of this Agreement, Future Rules adopted consistent with the Applicable Rules and the requirements of this Agreement shall be deemed Applicable Rules once approved.

"General Plan" is defined in Recital E to this Agreement.

"GPA" is defined in Recital F to this Agreement.

"Inconsistent with" (whether or not initially capitalized) means a subsequently adopted law, ordinance, rule or regulation, referendum (other than a referendum challenging the Project Approvals), initiative or moratorium that materially (a) frustrates the intent or purpose of the Applicable Rules in relation to the Project, (b) precludes compliance with any vested right or other

provision of this Agreement; (c) materially and substantially limits or restricts the availability of public utilities, services, infrastructure or facilities (for example, but not by way of limitation, water rights, water connection or sewage capacity rights, sewer connections, etc.) to the Project, (e) imposes limits or controls in the rate, timing, phasing or sequencing of development of the Project or provision of utilities, or (f) reduces the Project square footage, reduces the permitted uses, or limits the rate, timing or sequencing of development of the Property or has a substantial economic impact that materially obstructs the development and construction of the Project.

"Industrial Uses" is defined in Recital C to this Agreement.

"LAFCO" is defined in Recital D to this Agreement.

"Lender" is defined in Section 12.1.1 to this Agreement.

"Ministerial Approvals" means any and all actions involving approval or disapproval of a permit or other entitlement which only require the determination of conformance with the Applicable Rules or conditions of approval, including but not limited to approval of plot plans under Section 5.2.1.1(a) and (b) of the Specific Plan (plot plans under Section 5.2.1.2 of the Specific Plan require Planning Commission approval), grading plans, signage plans and permits, improvement plans, building plans and specifications, and ministerial issuance of one or more final maps, zoning clearances, improvement permits, wall permits, lot line adjustments, encroachment permits, temporary use permits, demolition permits, and the issuance of grading, demolition, or building permits.

"MMRP" is defined in Recital F to this Agreement.

"MSHCP" is defined in Recital C to this Agreement.

"Major Amendment" is defined in Section 1.8.1 to this Agreement.

"Minor Amendment" is defined in Section 1.8.2 to this Agreement.

"New Pumping Capacity" is defined in Section 2.8.3(a) to this Agreement.

"Offsite Traffic Improvements" is defined in Section 2.8.1 to this Agreement.

"On-Site Lift Station" is defined in Section 2.12.1 to this Agreement.

"On-Site PDR" is defined in Section 2.8.3 to this Agreement.

"Outside Annexation Date" is defined in Section 1.3.1 to this Agreement.

"Owner" is defined in the first paragraph to this Agreement and is further described in Section 1.2 to this Agreement.

"Owner Affiliate" means (a) any Person for which Beaumont Pointe Partners LLC or its any Controlling Person of Beaumont Pointe Partners LLC has the authority and responsibility for day to day management of the Project or applicable portion or phase of the Project, including, as then applicable, to oversee development, construction, leasing, and operation of the Project or such phase and (b) as to any Person who becomes an Owner, any Controlling Person of such Owner and any other Person Controlled by such Controlling Person; and/or (c) as to Beaumont Pointe

Partners LLC, any Person that is Controlled by, under common Control with or has one or more of the same Controlling Persons as Beaumont Pointe Partners LLC.

"Owner's Fee Credit" is defined in Section 2.8.2 to this Agreement.

"Parties" is defined in the first paragraph to this Agreement.

"Party" is defined in the first paragraph to this Agreement.

"Person" means an individual, partnership, limited partnership, trust, estate, association, corporation, limited liability company, joint venture, firm, joint stock company, unincorporated association, governmental entity or other entity, domestic or foreign.

"Planning Areas" is defined in Recital C to this Agreement.

"Pre-Annexation Agreement" is defined in Recital D to this Agreement.

"Prevailing Wage Laws" is defined in Section 5.2 to this Agreement.

"Project" is defined in Recital C to this Agreement.

"Project Approvals" means all land use and building approvals, permits, and entitlements and other actions to implement development of the Property that require either discretionary approvals or Ministerial Approval pursuant to the Applicable Rules in order to implement the Project, including but not limited to general plan amendments, adoption or amendment of the Zoning Code, the Specific Plan, or the Sign Program, tentative and final tract maps and parcel maps, subdivision agreements, variances, zoning approvals, use permits, preliminary and final development plans, plot plans, development plans, building, signage or landscape plans, design review, environmental review, site plan review, lot-line adjustments, demolition, site clearance, grading and building permits, and certificates of occupancy which have been requested by Owner and granted or issued by the City.

"Project CFD(s)" is defined in Section 11.1 to this Agreement.

"Project Rules" means the Applicable Rules, the Existing Project Approvals, and any amendments to this Agreement or Subsequent Project Approvals as may, from time to time, be approved pursuant to and consistent with the requirements of this Agreement.

"Property" is defined in Recital B to this Agreement.

"Public Benefit Fee" is defined in Section 11.3 to this Agreement.

"Public Improvements" means public infrastructure and public facilities, including but not limited to water (potable and recycled) facilities, sewer facilities, flood control facilities, storm drains, utilities, roads, road improvements, lighting facilities and traffic control and other similar infrastructure and facilities servicing the Project.

"RCA" is defined in Recital C to this Agreement.

"Reimbursement Agreement" and "Reimbursement Agreements" are each defined in Section 2.8.3(b) to this Agreement.

"Reserved Off-Site Flow" is defined in Section 2.12.2 to this Agreement.

"Sign Program" is defined in Recital F to this Agreement.

"SOI" is defined in Recital B to this Agreement.

"Specific Plan" is defined in Recital C to this Agreement.

"Subsequent Project Approvals" means any and all Project Approvals approved after the date of approval of this Agreement in connection with development of the Property that are not inconsistent with the Applicable Rules and adopted in accordance with the requirements of this Agreement, including the reservation of authority to the City set forth in Section 2.9.2(a) through (e). For purposes of this Agreement, Subsequent Project Approvals adopted consistent with the Applicable Rules and the requirements of this Agreement shall be deemed Project Rules once approved.

"Term" is defined in Section 1.3. to this Agreement.

"TPM" is defined in Recital F to this Agreement.

"Traffic Study" is defined in Section 2.8.1 to this Agreement.

"TUMF" is defined in Section 2.8.1 to this Agreement.

"Wildlife Agencies" means the U.S. Fish and Wildlife Services and the California Department of Fish and Wildlife Services, collectively.

Riverside County
Local Agency Formation Commission
Plan of Services
for the
Beaumont Pointe Specific Plan Project

October 2023

Introduction

This Plan of Services (POS) is part of the application by JRT BP 1, LLC to the Riverside County Local Agency Formation Commission (LAFCO) for the annexation of approximately 540 acres of land into the City of Beaumont (City). A separate plan of service has been prepared for the provision of potable and non-potable (recycled) water in the Beaumont-Cherry Valley Water District (BCVWD; see *Attachment A*). The land to be annexed is located in the Sphere of Influence of both the City and BCVWD and is comprised of Assessor's Parcel Numbers (APN) 422-060-002, 422-060-005, 422-060-009, 422-060-010, 422-060-016, 422-060-017, 422-060-018, 422-060-021, 422-060-022, 422-170-005, 422-170-007, 422-170-008, 422-170-009, 422-170-010, and 422-170-011 (Annexation Area or Project site). Prior to LAFCO consideration of this annexation, the City will have certified the Beaumont Pointe Specific Plan Environmental Impact Report (SCH # 2020099007) (EIR) and pre-zoned the Project site to allow for development of an industrial and commercial development along with open space uses pursuant to the Beaumont Pointe Specific Plan Project (Project), and BCVWD shall have approved the annexation for potable and non-potable water. To accommodate the proposed use, the Project site would need to be annexed into the City and BCVWD.

This POS provides the City, LAFCO, affected property owners, and other interested persons with information regarding existing and proposed local government services for the Project site. A separate Plan of Services for water services has been approved by BCVWD in connection with the annexation of the Annexed Area into the BCVWD service area and information from that Plan of Services has been incorporated into this POS.

The City is considering approval of the following in connection with the Project:

- General Plan Amendment (GPA; PLAN2019-0284);
- Pre-zoning (PLAN2019-0283);
- Beaumont Pointe Specific Plan (SP2019-0003);
- Beaumont Pointe Sign Program (PLAN2022-0856);
- Vesting Tentative Parcel Map No. 38161 (PM2022-0012);
- Development Agreement PLAN2023-0906);
- Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan

Upon approval by the Riverside County LAFCO, the Project site would be subject to City jurisdiction and the associated City General Plan Land Use and Zoning Amendment.

California Government Code Section 56653 requires an applicant to submit a plan for providing services within the affected territory that includes the following information (Plan for Services; POS) to assist LAFCO in determining the availability of adequate resource supplies to meet projected needs:

- An enumeration and description of the services currently provided or to be extended to the affected territory.

- The level and range of those services.

- An indication of when those services can feasibly be extended to the affected territory if new services are proposed.

- An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.

- Information with respect to how those services will be financed.

This document utilizes information from the City's Fiscal Year (FY) 2023-2024 Budget, the City of Beaumont General Plan, Beaumont Pointe Draft Specific Plan (SP2019-0003), the Project's Draft Environmental Impact Report (SCH No. 2020099007), and the Water Supply Assessment dated April 13, 2021, and Addendum to Water Supply Assessment dated April 8, 2022 (collectively, WSA) prepared for the Project.

Requested Action

LAFCO approval would be required to:

1. Annex the Project site into the City of Beaumont; and
2. Annex the Project site into the Beaumont-Cherry Valley Water District.

Site Description

As shown on Figure 1, *Regional Map*, the Project site is a 539.9-acre undeveloped site (Project site) located in unincorporated Riverside County at the western edge of the City and in the City's Sphere of Influence (SOI). At the local scale, the Project site is located west of Jack Rabbit Trail and south of State Route (SR) 60 (see Figure 2, *Vicinity Map*). The Project site is nestled in the rolling topography of the northern terminus of the San Jacinto Mountains as they transition into the San Gorgonio Pass and the right of way of the SR-60 Freeway. The Project site is currently vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project site contains several unmarked trails that are located throughout the site. The Project site contains non-native and native vegetation communities and natural drainage courses. The Project site contains varying topography which includes hillsides, canyons, valleys, and ridges, ranging in elevation between the 2,300 and 2,450-foot contours mean sea level (msl).

The Project site drains toward the SR-60 Freeway via several drainage courses that extend to the ridgelines of the Badlands foothills. The tributaries feature steep, eroded hillside grades and natural depressed grasslands where drainage flows to 16 existing Caltrans maintained culverts at the SR-60 Freeway.

The City of Beaumont includes approximately 30.91 square miles of land area. The Project site represents an increase of approximately 2.72 percent of the City's geographic size.

Figure 1 Regional Map

Figure 2 Vicinity Map

Project Site (Annexation Area) Development Concept

The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (approximately 90,000 sf) and a maximum of 4,995,000 sf of industrial uses (See Figure 3, *Conceptual Site Plan*). The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat and dedicated to the Regional Conservation Authority (RCA) in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Additionally, 78.40 acres of off-site lands would be conserved. Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site. Currently, water, recycled water sewer and telecommunications lines are present in the 4th Street right-of-way adjacent to (approximately 350 feet from) the eastern boundary of the Project site and would be extended onto the Project site in the first phase of development.

Access/Circulation

Interim regional access to the Project site is available from the SR-60 Freeway via the Western Knolls and Veile Avenue/6th Street interchanges and I-10 Freeway via the Oak Valley Parkway and Beaumont Avenue interchanges. Once the Potrero Boulevard interchange is constructed, regional access to the Project site is available from the SR-60 Potrero Boulevard interchange[1] approximately 1.3 miles to the east, and the Interstate (I) 10 Freeway at SR-79, approximately 3.3 miles to the east. The Project site is approximately 2.5 miles west of the junction of SR-60 Freeway and I-10, 3 miles west from the westbound on-ramp of the I-10 Freeway at Oak Valley Parkway via Potrero Boulevard, and 14 miles east of Interstate 215 (I-215).

Local access to the Project site would be provided from the future extension of 4th Street from Jack Rabbit Trail to Potrero Boulevard; 4th Street between the western edge of Hidden Canyon Industrial Park, located immediately to the east of the Project site, and Potrero Boulevard was recently constructed as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb. Upon construction of the Project, access from the Project site to the SR-60 via Jack Rabbit Trail would be restricted, with the northerly portion of Jack Rabbit Trail to the SR-60/Jack Rabbit Trail interchange utilized as secondary emergency vehicle access and emergency egress (fire and emergency vehicle) only.

[1] The Project would contribute to the SR-60/Potrero Boulevard interchange improvement project through payment of TUMF fees; construction of the interchange is planned to be completed in 2026/2027.

Figure 3 Conceptual Site Plan

Existing General Plan Land Use and Zoning

A. General Plan Land Use Designations

1. County of Riverside

The Project site is within the Pass Area Plan of unincorporated Riverside County[2]. The Pass, or more specifically the San Gorgonio Pass Area, is a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys. The prevailing planning documents for the Pass Area are the Riverside County General Plan and Pass Area Plan. According to the Pass Area Land Use Plan, the Project site is designated as Rural Mountainous (RM). The RM designation allows single-family residential uses with a minimum lot size of 10 acres. The designation allows for limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses and governmental use.

2. City of Beaumont

The Project site is in the SOI for the City of Beaumont within unincorporated Riverside County and in the Jack Rabbit Subarea[3]. The City's General Plan indicates that the Jack Rabbit Subarea is entirely in the SOI and is currently governed by the County of Riverside General Plan. In addition, a 78.40-acre off-site area that is outside of the Project boundary is in Riverside County and not within the City's SOI.[4]

The entire Jack Rabbit Subarea, which includes the Project site, contains the mountainous range known as the San Timoteo Badlands. This area is designated in the City's General Plan as Rural Residential 1 and was intended to maintain consistency with the current Riverside County zoning designation of one-acre residential lots. Refer to Figure 4, *City of Beaumont Existing General Plan Land Use Designation*.

B. Zoning Classification

1. County of Riverside

Based on Riverside County Ordinance No. 348, the Project site is zoned "Controlled Development Areas" with a minimum 20-acre lot (W-2-20). The W-2 zone allows one-family dwellings, light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Additionally, the W-2-20 zone allows the following with a Plot Plan approval: guest ranches, educational institutions, country clubs, churches, and meat cutting/packing plants without slaughtering. Further, the W-2-20 allows the following uses with a Conditional Use Permit approval: airport, cemetery, hunting clubs, lumber mill, trail bike park, rodeo arena, commercial stable, menagerie, and animal hospital. Refer to Figure 5, *Riverside County Existing Zoning Classification*.

[2] https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

[3] https://www.beaumontca.gov/DocumentCenter/View/36620/Beaumont-GPU-Public-Draft

[4] This 78.40-acre area would be preserved as natural habitat and dedicated to the Regional Conservation Authority (RCA) in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Figure 4 City of Beaumont Existing General Plan Land Use Designation

Figure 5 Riverside County Existing Zoning Classification

2. City of Beaumont

Because the Project site (Specific Plan Area) is within the City's SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the Project site. Although a City may pre-zone property in its SOI, that zoning is not effective until such time as an annexation becomes effective (see Govt Code Section 65859). As further described below, as part of the application process for the Project the City would pre-zone the Project site to allow for development of the Project. In addition, a 78.40-acre off-site area that is outside of the Project boundary is in Riverside County and not within the City's SOI.[5]

Proposed General Plan Land Use and Zoning

A. General Plan Amendment

As noted above, the Project site is currently outside of the City's boundaries and is regulated by the County of Riverside. Nonetheless, the City has provided initial land use designations in its General Plan for properties in its SOI, including the Project site, and the Project site is currently designated "Rural Residential." The Project will include a General Plan Amendment (GPA) that would amend the City of Beaumont's General Plan Land Use Map to change the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)." In addition, a 78.40-acre off-site area that is outside of the Project boundary is in Riverside County and not within the City's SOI. This 78.40-acre area would be preserved as natural habitat and dedicated to the RCA in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan MSHCP and no general plan amendment for this area would occur.

B. Pre-Zone

The Project site is identified within the City of Beaumont Zoning Map as located in the City of Beaumont SOI; no pre-zoning is identified, and the Project site is currently regulated by the County of Riverside. With approval of the Project entitlements by the City, the Project site would be pre-zoned (PLAN2019-0283) on City's Zoning Map as "Specific Plan". This pre-zoning would become effective upon annexation of the Project site into the City (see Government Code Section 65859[a]). In addition, a 78.40-acre off-site area that is outside of the Project boundary is in Riverside County and not within the City's SOI. This 78.40-acre area would be preserved as natural habitat and dedicated to the RCA in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan MSHCP and no zone change for this area would occur.

C. Specific Plan

The Specific Plan will function as the regulatory document for implementing zoning for the entire Project site, ensuring the orderly and systematic implementation of the City's General Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, Project-related development activities would be founded. Upon adoption of the Specific Plan, subsequent project-specific subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan. The Specific Plan requires future development on the Project site to comply with the applicable development standards and design guidelines from the Specific Plan and, where applicable, the Beaumont Municipal Code.

1. Land Use Plan

[5] This 78.40-acre area would be preserved as natural habitat and dedicated to the RCA and no zone change for this area would occur.

The Specific Plan Land Use Plan (see Figure 6, *Conceptual Land Use Plan*) establishes the boundaries of four (4) General Plan Land Use Designations: General Commercial (GC), Industrial (I), Open Space (OS), and Open Space - Conservation (OS-C) that are consistent with the General Plan land use designations established by the General Plan Amendment. For planning purposes, the Specific Plan is divided into 10 Planning Areas (PA). A PA is a specific geographic area to which identified Development Standards and Zoning Requirements are uniformly applied.

The net acreage of each PA may vary by as much as 15%, provided that the overall maximum acreages for the Industrial PAs and for the General Commercial PAs within this Specific Plan are not exceeded. Table 1, *Land Use Plan Statistical Summary*, lists each PA and its representative General Plan Land Use Designation, acreage, and target development intensity by General Plan Land Use Designations.

Table 1 Land Use Plan Statistical Summary

PLANNING AREA	LAND USE DESIGNATION	ACRES	TARGET DEVELOPMENT INTENSITY
1	General Commercial	26.0	246,000[1]
2	General Commercial	4.2	125 hotel rooms
	General Commercial Subtotal	**30.2**	**246,000** 125 hotel rooms
3	Industrial	1.8	35,000
4	Industrial	67.3	1,379,000
5	Industrial	52.2	981,000
6	Industrial	33.6	700,000
7	Industrial	30.2	600,000
8	Industrial	47.5	1,300,000
	Industrial Subtotal	**232.6**	**4,995,000**
9	Open Space	124.7	N/A
10	Open Space - Conservation	152.4	N/A
	Open Space Subtotal	**277.1**	**N/A**
PROJECT TOTAL		**539.9**	**5,241,000** **125 hotel rooms**

Notes:
[1] PA 2 is anticipated to include a 125-room limited-service hotel (approximately 90,000 square feet). The 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 maximum building square footage or as part of the Industrial square footage because the Project's traffic analysis for the commercial site estimates traffic for hotel uses based on the number of rooms. This 90,000 sf is counted towards the Project total square footage of 5,331,000.

Figure 6 Conceptual Land Use Plan

Changes In Service Providers

This POS identifies the current public services providers for the Project site and the public service providers that would serve the Project site upon LAFCO's approval of the proposed annexation; see Table 2, *Current and Proposed Public Service Providers*. LAFCO uses a POS to determine whether those agencies potentially affected by the proposed annexation have the capacity to provide necessary public services. The POS does not constitute, and is not intended to provide, a detailed fiscal analysis of the proposed annexation. The POS broadly considers potential budgetary implications of the annexation action.

Table 2 Current and Proposed Public Service Providers

Service	Current Provider	Provider After Annexation
Animal Shelter/Control	Riverside County Department of Animal Services	City of Beaumont Animal Control Services Department
Fire Protection	Riverside County Fire Department	Riverside County Fire Department
Law Enforcement	Riverside County Sheriff's Department	City of Beaumont Police Department
Library Services	None	Beaumont Library District
Parks and Recreation	None	City of Beaumont and Beaumont-Cherry Valley Recreation and Park District
Roads and Circulation	Riverside County Transportation Department	City of Beaumont
Solid Waste Collection	Riverside County Department of Waste Resources	City of Beaumont (contract with Waste Management, Inc.)
Stormwater Drainage	Riverside County Flood Control and Water Conservation District	Riverside County Flood Control and Water Conservation District City of Beaumont (Local Stormwater Drainage Facilities)
Wastewater Services	None	City of Beaumont
Water Services	None	Beaumont-Cherry Valley Water District
Schools[6]	Beaumont Unified School District	Beaumont Unified School District
Other Utilities	Electricity: Southern California Edison Natural Gas: Southern California Gas Company Telecommunications: Various	Electricity: Southern California Edison Natural Gas: Southern California Gas Company Telecommunications: Various

The following sections will provide an overview of changes in service providers that would occur upon annexation. Where the provider would change upon annexation, the discussions also assess the potential impact of the proposed annexation on service provider's capacity to provide necessary services.

[6] The Project consists of a commercial and industrial development and does not generate a need for additional school facilities. The Project would be required to pay development impact fees to Beaumont Unified School District (BUSD) at the time of issuance of building permits. BUSD would be collect these school impact fees pursuant to Senate Bill 50.

Animal Control

Riverside County Department of Animal Services currently provides animal control services for the Project site. The services provided by the Riverside County Department of Animal Services are as follows:

1) **Clinic Services:** spraying and neutering; vaccinations; low-cost rabies clinics; micro-chipping; quarantine; and euthanizing.

2) **Field Services:** stray, injured, and dead animal complaints; animal turn-in; cruelty investigations; barking dog complaints; leash law violations; rabies reports; bite reports and quarantines; potentially dangerous, dangerous, and vicious dog hearings; dog license inspection/collect fees; kennel license requires/inspections; emergency response and investigations; subpoenas for records.

3) **Shelter Services:** adoptions; animal turn-in; animal behavior classes; upkeep of impounded animals; and animal records.

Upon annexation, the City of Beaumont Animal Control Services Department will provide animal control services for the Project site. The Department is responsible for enforcement of State and local animal laws and regulations, including licensing of animals.

A. Implications for Animal Control Services

The City's Fiscal Year (FY) 2023-2024 Budget allocated $385,923 for animal control services[7]. The proposed annexation would increase the City's size by 2.72 percent and any increased demands for Animal Control Services would be proportionally nominal, as compared to the City. The Project would establish commercial and industrial uses that would not be expected to increase the local animal/pet population. Animal control services provided to the Project site through the City would be similar to those services currently provided by Riverside County. Mitigation fees, property taxes, and revenues generated by development within the Project site would be available to the City to offset any increased costs for animal control services with little or no net effect on the City's budget (see Attachment B).

Fire Protection

Riverside County Fire Department (RCFD) currently provides fire protection services for the Project site. Under existing conditions, the Project site places minimal demand on the RCFD because the Project site is undeveloped and vacant. After annexation, the City of Beaumont would provide fire protection services through its contract with the RCFD in conjunction with CalFire for Citywide fire protection, emergency medical services, and fire safety education. As such, the ability and capacity to provide fire protection services would not change upon annexation, only the means of paying for fire protection services.

There are two fire stations within the City limits: Station 66 and Station 20. Station 66, located at 628 Maple Avenue (approximately 3.6 roadway miles east of the Project site), is staffed 24/7 with career firefighters and would provide initial response. Station 66 has one staffed Type 1 engine, one staff Medic squad and can respond within 7 minutes to the proposed entrance of the Project site. Secondary response would be provided from RCFD Station 20, which is located at 1550 E. 6th Street in Beaumont (approximately 5 roadway miles east of the Project site) and can respond within approximately 9 minutes to the Project entrance. Beaumont Station 20 has one staffed Type 1 engine.

[7] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/animal-control

In September 2022, the City commenced the construction of new Fire Station No. 106 (the "West Side Fire Station") along Potrero Boulevard across from Olivewood Avenue. Construction is expected to take approximately twelve months. The new fire station will be approximately 10,000 sq. ft. and will include living quarters, offices, a fitness center and large bays to house multiple fire apparatus. Staffing will include three to four personnel, including a paramedic to provide advanced life support care. Services from the facility will be provided 24 hours a day, 7 days a week and 365 days of the year. Personnel at this station will be equipped with cardiac monitors, advanced life support medications, intubation equipment, trauma life support equipment, auto extrication tools, and more. The apparatus which will be housed in the facility will be capable of suppressing structure, wildland, vehicle, and other types of fires. The new station will decrease response times for the City's west side communities, including Olivewood, Tournament Hills, Tukwet and the new logistics centers located off of SR-60.

According to the RCFD 2016 TriData Report, units should travel to calls within the defined response time goal for the appropriate population density classification 80% of the time. As noted in the report, Station 66 was in compliance of meeting the defined response time 81.4% of the time and Station 20 was in compliance 83.9% of the time. Additionally, areas that have fewer units available or are farther from neighboring stations are more impacted than others by an increase in emergency calls. They have greater workload sensitivity–as the workload increases their ability to meet the demand decreases. Station 66 is considered to have a low sensitivity workload, and Station 20 is considered to have moderate sensitivity, both with the capacity for more workload. Station 106 would absorb a portion of Station 66 and Station 20's call volumes and would be anticipated to have slightly lower call volume than the existing stations.

A. Implications for Fire Protection Services

The City's FY 2023-2024 Budget allocated $6,820,202 for fire protection services[8]. The Project is estimated to generate approximately 5,456 permanent jobs at Project buildout. The number on site at any given time may likely be half the estimated employee population, due to employee shift work, estimated transient population and operating hours of individual businesses. Based on this information, the total maximum estimated total population (which includes employees and transient use) of the Project site at any given time, is projected to be 2,728 persons.

Based on the assumptions above, the Project development is estimated to increase call volume up to 191 calls per year (4 calls per week or 16 calls per month). In 2021, Fire Stations 66 and 20 had a combined emergency responses of 4,412 calls per year (2,607 and 1,805 respectively), or 7.1 and 4.9 calls per day per station respectively. The level of service demand for the Project raises overall call volume but is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. For perspective, five calls per day are typical in an urban or suburban area. A busy fire station company would be one with 10 to 15 or more calls per day. Upon buildout of the Project site, Fire Station 66 could respond to an additional 4 calls per week, although the number will likely be lower than that based on the conservative nature of the population and calls per capita data used in this estimate. Additionally, with the operational status of new Fire Station 106, estimated to be operational late 2023, call volumes are anticipated to be reduced for the two existing stations and Station 106 should be approximately 5 to 7 calls per day.

Further, all development proposals within the Project site would be subject to Fire Department review. Department review ensures that the design of proposed developments within the Project site conform to the Department requirements and thereby reduce demands on fire protection services. Additionally, mitigation fees, property taxes, and other revenues generated by development within the Project site would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget (see Attachment B).

[8] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/fire

Law Enforcement

The Riverside County Sheriff's Department currently provides police services to the Project site. Under existing conditions, the Project site places no demand on the police department because the Project site is undeveloped and vacant. The Riverside County Sheriff's Department currently provides law enforcement services from the Cabazon Station located at 50290 Main Street, Cabazon, approximately 14.4 miles east of the Project site. This station serves the contract City of Calimesa, the unincorporated pass area around the Cities of Beaumont and Banning, and the unincorporated areas of Cabazon, Cherry Valley, Poppet Flats, San Gorgonio, San Timoteo Canyon, Twin Pines and Whitewater.

The 2006 Municipal Services Review ("MSR") prepared by LSA Associates, Inc. for Riverside County LAFCO estimated that the average response time for the unincorporated areas of Riverside County was 8.08 minutes for priority one calls, 11.92 minutes for priority two calls and 17.34 minutes for priority three calls.

Riverside County's level of service standard for law enforcement calls for 1.2 full-time deputies for each 1,000 residents, with actual staffing levels at approximately .83 deputies for each 1,000 residents per the MSR.

After annexation, law enforcement services for the Project would be provided by the Beaumont Police Department. The Beaumont Police Department Station is located at 660 Orange Ave, Beaumont (approximately 3.6 roadway miles east of the Project site). BPD currently operates with a total of 54 sworn staff members and includes: patrol officers, detectives, and a sergeant; task force members; motor officers; community policing team member; multiple enforcement team members; and a K-9 unit. Based on the most recent budget, a total of three police officers were added for fiscal year 2024, making the total department personnel count at 57 personnel (one of them being detailed as a School Resource Officer being reimbursed by BUSD). Additionally, as of 2022, the BPD staffs a total of 17 non-sworn staff members which includes: two animal control officers (Beaumont); one tribal contract; one support services supervisor; nine dispatchers; three records staff, and one evidence clerk. The number of crimes rose in 2018 and 2019, but decreased significantly in 2020. Similarly, calls for services increased between 2018 and 2019, but decreased in the following year. BPD's response time goal for emergency call is less than 4 minutes and varies based on priority for non-emergency calls. Currently, BPD is meeting this goal with an average response time of three minutes and 56 seconds for emergency related calls. According to BPD's Budget for fiscal year 2024 , the City is currently operating at 1.0 officers per 1,000 population.[9]

A. Implications for Law Enforcement Services

The City's FY 2023-2024 Budget allocated $16,486,010 for law enforcement services[10]. Upon annexation, the Project site would be served by the BPD. Implementation of the Project would result in an increase in calls for service; however, BPD has indicated that this increase would not adversely impact BPD's existing resources. BPD is currently expanding into an additional off-site facility to accommodate growth and develop a downtown bike patrol program. Additionally, BPD has indicated that as the City population continues to grow, BPD is anticipating an 8% increase in sworn personnel and 12% increase in support staffing. With the anticipated increase in staffing, higher ratio of officer per resident, and lower response times on average when compared to the Riverside County Sheriff's Department response times, the City of Beaumont should provide superior levels of law enforcement services for the Project. Moreover, the Project would be required to pay development impact fees to the City to assist in providing future police protection facilities, including police stations.

[9] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/police
[10] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/police

All development proposals within the Project site would be subject to Police Department review. Department review acts to ensure that development proposals within the Project site would conform to Department emergency access and site/facility security requirements and recommendations, and thereby reduce demands on law enforcement services. Additionally, property taxes, and other revenues generated by development within the Project site would be available to the City to offset any increased costs for law enforcement services with little or no net effect on the City's budget (see Attachment B).

Library Services

The Beaumont Library District is a special "library services" district and is independent of both City and County governments. The Beaumont Library, located at 125 E. 8th Street (approximately 3.2 roadway miles east of the Project site), currently serves over 80,000 residents in these areas. The library hours are listed below:

Monday, Friday, and Saturday: 10 a.m. - 6 p.m.
Tuesday/Thursday: 10 a.m. - 7 p.m.
Wednesday: CLOSED
Sunday: 1 p.m. - 6 p.m.

Beaumont Library provides services for adults as well as children and teens with a total of 56,745 volumes and has 14,490 registered borrowers utilizing the collections. As of the most recent data published for 2021-2022, the library circulated approximately 106,424 children's books and adult books, in addition to other items such as DVDs, audio books, and use of library equipment[11]. Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building totaling slightly more than 40,000 square feet have been developed.

A. Implications for Library Service

The Project site currently places no demand on the County library system because the Project site is undeveloped and vacant. Upon annexation into the City, the Project site would be served by the Beaumont Library District. The commercial and industrial uses planned for the Project site are not typically sources of demands for library services. Therefore, the proposed annexation would not affect the District's ability to provide library services with no net effect on the City's budget.

Parks and Recreation

Parks and recreation services for the City are provided by the City and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). The City owns 140.69 acres of parkland and the various Homeowners Associations (HOA) together own and maintain about 142.2 acres. BCVRPD operates approximately 60.5 acres of parks within the City limits, including Noble Creek Park, which includes a 20-acre sports park a dog park and a one-mile walking trail, and is highly utilized by all sports leagues in the City. BCVRPD also operates the Beaumont Women's Club facility, which supports community activities. Together with the 60.5 acres maintained by the BCVRPD, there are a total of 343.4 acres of publicly- and privately-owned parkland within the City. The City's current park ratio requirement is 5 acres of parkland (and full improvements) per 1,000 residents. Based on the total acres of all parks and facilities maintained by the City, HOAs, and BCVRPD within the City limits, a total of 343.4 acres of parkland is being provided for a current park ratio of 6.52 acres of parkland per 1,000 residents. Therefore, the City currently exceeds required parkland ratios.

[11] https://www.library.ca.gov/wp-content/uploads/librarystats/All-DataFY21-22.csv

A. Implications for Parks and Recreation

The City's FY 2023-2024 Budget allocated $1,899,199 for the parks and recreation department[12]. The nearest existing regional and City-owned parks to the Project site are listed below.

- Noble Creek Park (regional park): Noble Creek Community Park, which is located approximately 3.0 miles northeast of the Project site, contains baseball fields, community center, playground, remote controlled car race track, dog park, and tennis court within its approximately 60-acre site.
- City of Beaumont Sports Park (regional park): City of Beaumont Sports Park, which is located approximately 3.7 miles northeast of the Project site contains baseball/softball fields, basketball courts, bike trail, parking, picnic areas, playground, restrooms, snack bar, soccer fields, walking track, and water fountains within its 20-acre site.
- Palmer Park (City-owned): Palmer Park, which is located approximately 1.3 miles north of the Project site, contains a baseball field, a basketball court, an outdoor grill and picnic area, a playground, and a parking lot within its approximately 5-acre site.
- Trevino Park (City-owned): Trevino Park, which is located approximately 1.5 miles northeast of the Project site, contains a baseball field, a grass field, two basketball courts, an outdoor grill and picnic area, a playground, and parking lot within its approximately 7-acre site.

The proposed annexation would increase the City's size by approximately 2.72 percent. The commercial and industrial uses planned for the Project site would not substantively increase demands for parks and recreational services. Property taxes and revenues generated by development within the Project site would be available to the City to offset any increased costs for parks and recreational services, with little or no net effect on the City's annual budget.

Roads and Circulation

The Riverside County Transportation Department is currently responsible for providing roads and circulation services for the Project site. The Department provides planning, design, funding, construction, operations, and maintenance for all roads, bridges, and transportation facilities for roads within the unincorporated area of the County. Upon annexation, the City of Beaumont Public Works Division would provide roads and circulation services for the Project site.

A. Implications for Roads and Circulation

The City's FY 2023-2024 Budget allocated $3,606,165 for the public works department[13]. The Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. Jack Rabbit Trail and 4th Street will be public right of way . The precise location of roadways and access points identified in this POS are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont Public Works Department and to address final grading requirements.

- 4th Street would be constructed with a 78-foot right of way in the southerly portion of the Project site from Jack Rabbit Trail at the easterly edge of the Project site along the north side of Planning Area (PA) 9 to its termination at a cul-de-sac within PA 8. It provides local access to all PAs except

[12] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/parks-and-recreation
[13] https://city-beaumont-ca-budget-book.cleargov.com/8398/departments/public-works

PA 2. At PA 8, 4th Street connects to Industrial Way through a private road, creating a looped road system around the entire site.

- Jack Rabbit Trail road is an existing two-lane road that runs from the Jack Rabbit Trail/SR-60 off-ramp, through the Project site and continuing further south to eventually connect to Gilman Springs Road in the Hemet area. The Project would construct Jack Rabbit Trail road as a 78-foot right of way and reroute the section of Jack Rabbit Trail road from the SR-60 off-ramp to 4th Street to connect with the existing Jack Rabbit Trail at the south edge of the Project site. Jack Rabbit Trail will provide access to PAs 1 and 2, as well as providing gated, emergency access to the SR-60 Freeway.

- Entertainment Avenue, a private access road,[14] would be constructed with a 50-foot right of way as a curvilinear street connecting Jack Rabbit Trail and 4th Street south of PA 2 and PA 3, on the west side of PA 1. Entertainment Way also provides access to PA 3 along their western edges. Entertainment Way demarcates the change in land use between the Industrial uses in PAs 3-8 and "The Experience at Beaumont Pointe" in PAs 1 and 2, while connecting Jack Rabbit Trail and 4th Street.

- Industrial Way, a private access road, would be constructed with a 40-foot right of way, which creates a looped connection from Entertainment Way at the Project's eastern boundary to 4th Street at PA 8. Industrial Way would provide secondary access to each PA. Industrial Way also forms the edge of the open space located in PA 9 to the north, west, and a portion of the south side of the Project.

- An Interim Fire Access Loop would be constructed with a 40-foot width to provide secondary access to each phase of development, connecting Industrial Way and 4th Street. Each "Interim Fire Access Loop Connection" would be incorporated into the parking for each subsequent phase. For Phase 1, an Interim Fire Access Loop Connection would be constructed between PAs 4 and 5 and would be incorporated into the parking for PA 5 during development of Phase 2. For Phase 2, an Interim Fire Access Loop Connection would be constructed between PAs 6 and 7 and would be incorporated into the parking for PA 7, during development of Phase 3. For Phase 3, 4th Street and Industrial Way would be connected at PA 8 to create a permanent fire and emergency access circulation loop.

- A 20 foot graded dirt road through PA 9 connects the on-site portions of Jack Rabbit Trail to the existing unmaintained County roadway dedicated for Jack Rabbit Trail, which continues off site to the south through the Badlands, where it ultimately connects to Gilman Springs Road. The Project will include construction of a 20-foot graded dirt road within PA 9 to connect to the realigned Jack Rabbit Trail on site to the existing off-site roadway, and will not be responsible for construction of the road south of PA 9. No access to, use of or development of Jack Rabbit Trail is proposed south of PA 9.

- Additionally, there is one existing ranch property south of 4th Street (Hoy Ranch), which will have access from 4th Street through PA 9.

All traffic/transportation improvements constructed in support of Project site development would comply with City-stipulated design, construction, and operational requirements. This would act to ensure that traffic/transportation improvements are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of systems while reducing systems lifecycle costs. Additionally, the

[14] Private roads are developer/owner maintained.

Developer would pay fees pursuant to the incumbent City of Beaumont Fee Schedule to fund plan review, coordination, and inspection of proposed traffic/transportation improvements. Moreover, State funds (i.e., California gas tax), as well as property taxes and revenues generated by development within the Project site, would be available to the City to offset any increased costs for street maintenance, with little or no effect on the City's annual budget (see Attachment B). The Project Applicant would also be required to pay per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the City of Beaumont Development Impact Fee (DIF), and fair share fees to ensure the implementation of roadway improvements in the area in order to minimize traffic congestion.

Solid Waste

The Riverside County Department of Waste Resources (RCDWR) is currently responsible for providing solid waste management services for the Project site. A description of the active Riverside County Landfills is provided below.

- Lamb Canyon Landfill – Located approximately 4.2 miles southeast of the Project site in City, the Lamb Canyon Landfill is the nearest landfill to the Project site at 16411 Lamb Canyon Road. The landfill is operated by the RCDWR. The landfill has a permitted tonnage of 5,000 tons per day (tpd), plus 500 tpd for beneficial reuse, 19,242,950 cy of capacity remaining as of January 2015, and has an estimated closure date of April 2029. It should be noted that the Lamb Canyon Landfill is currently undergoing a capacity to extend the life of the facility.

- Badlands Landfill – Located approximately 4.3 miles northwest of the Project site in the City of Moreno Valley at 31125 Ironwood Avenue. The landfill is operated by the RCDWR. The landfill has permitted tonnage of 4,800 tpd, has a remaining capacity of 15,748,799 cy as of January 2015, and has an estimated closure date of January 2059.

- El Sobrante Landfill – Located approximately 27 miles southwest of the Project site in the City of Corona at 10910 Dawson Canyon Road. The landfill is privately owned and operated under an agreement with Riverside County. The landfill has a permitted tonnage of 16,054 tpd, has a remaining capacity of 143,977,170 cy as of April 2018, and has an estimated closure date of January 2051.

- Blythe Landfill – Located approximately 140 miles southeast of the Project site in the community of Ripley at 1000 Midland Road. The landfill is operated by RCDWR. The landfill has a permitted tonnage of 400 tpd. The landfill has a remaining capacity of 3,834,470 cy as of May 2016 and has an estimated closure date of August 2047.

- Desert Center Landfill – Located approximately 95 miles southeast of the Project site in the community of Desert Center at 17-991 Kaiser Road. The landfill is operated by RCDWR and is only open two days per year. The landfill has a permitted tonnage of 60 tpd, has a remaining capacity of 127,414 cy as of November 2018, and has an estimated closure date of August 2107.

- Oasis Landfill – Located approximately 65 miles southeast of the Project site in the community of Oasis at 84-505 84th Avenue. The landfill is operated by RCDWR. The landfill has a permitted tonnage of 400 tpd has a remaining capacity of 433,779 cy as of October 2012, and has an estimated closure date of September 2055.

A. Implications for Solid Waste Services

Upon annexation, the City of Beaumont would provide solid waste management services for the Project site. Under existing conditions, there are no portable or temporary buildings on the Project site, and the Project site does not generate solid or liquid wastes that require landfill disposal. Currently, Waste Management, Inc. provides waste collection and disposal services for residences and business within the City of Beaumont. Disposal of the municipal waste including construction waste within the City of Beaumont General Plan Sphere of Influence Area is ultimately the responsibility of the County of Riverside, and the County will direct the waste to any of the available disposal sites. During the Project's construction phases, approximately 11,568 tons of waste would be generated. The California Green Building Standards (CalGreen) Code, which has been adopted by the City's Municipal Code (Chapter 15.22, Green Building Standards Code), requires that at least 65% of construction debris be diverted from landfills through recycling, reuse, and/or salvage. Non-recyclable demolition debris and construction waste generated by the Project would be disposed of at the Lamb Canyon Landfill. Waste Management offers weekly trash, green waste and recycling curbside service. The City's agreement with Waste Management includes a tipping fee for the County's costs to operate the Lamb Canyon landfill. There would be no change in the location for solid waste disposal, only the means of paying for this service. Further, there would be little or no effect on the City's annual budget, so this Plan of Services provides no further assessment of this service.

Stormwater Management

The Riverside County Flood Control and Water Conservation District (RCFCWCD) currently provides stormwater management services for the Project site. The Project site and surrounding areas are currently-unimproved; and there are storm drain facilities in place. Stormwater originating from the Project site drains to the northeast towards SR-60 to 16 existing Caltrans maintained culverts (1-16) via their respective tributary areas (drainage areas 100 thru 1600). Tributaries for these culverts extend to the ridgelines of the Badlands foothills along the southern and northern borders; the development on the eastern border provides a ridgeline for the eastern edge of the Project site. The northwestern most culvert is an existing 54-inch corrugated metal pipe (CMP) and the southeastern most culvert is a double 48-inch CMP adjacent to the SR-60 off-ramp for Jack Rabbit Trail. The tributaries feature steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts. These depressed areas provide natural detention areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of SR-60.

A. Implications for Stormwater Management

Upon annexation, the City of Beaumont would take on responsibility for local stormwater management and RCFCWCD would continue to provide regional stormwater management services in the area. Onsite storm drain systems would be managed by the property owner. The Project's proposed storm drain system would consist of catch basins, grated inlets, storm drainpipes with sizing varying from 18-inches to 48-inches, and four detention basins, each of which provide stormwater treatment and peak flow mitigation for each of their respective tributaries. On-site and some off-site flows would be conveyed within the proposed streets to a series of catch basin and stormwater lines which direct flows to the four on-site detention basins. Detention basins are planned within PAs 4, 5, 6, and 8. It should be noted that the Project's flood protection facilities would be designed in accordance with the requirements of the RCFCWCD with adequate access easements and facilities provided. The Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows to accept 100-year, 1-hour storm events from the Project site under developed conditions. The Project's stormwater will flow to the existing culverts, drain to San Timeteo Creek Reach 3, then into the Santa Ana River, and ultimately discharge into the Pacific Ocean. No new or expanded off-site storm drain facilities are required to accommodate runoff from the Project site beyond that proposed as part of the Project.

All stormwater management systems constructed within the Project site and proposed connections to the municipal stormwater management system would comply with City and RCFC stipulated stormwater management system design, construction, and operational requirements. This would act to ensure stormwater management facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of systems while reducing systems lifecycle costs. Additionally, the Developer would pay fees pursuant to the incumbent City of Beaumont Fee Schedule to fund plan review, coordination and inspection of supporting stormwater management systems.

Wastewater Collection and Treatment

The Project site currently does not have a public wastewater collection and treatment service provider. Following Annexation, the Project will be served by the City's wastewater treatment system. The City controls and manages the sewer collection, conveyance, and treatment system. All sewage generated within the City, as well as some unincorporated areas in Cherry Valley, are treated at the Beaumont Wastewater Treatment Plant No. 1. Built in 1929 and most recently upgraded in 2018, the City Wastewater Treatment plant has a permitted capacity of 6.0 mgd of effluent and receives an average daily flow of approximately 3.7 mgd. Additionally, the facility has capacity to deliver 6 mgd of recycled water. The City is obligated to discharge a minimum of 1.5 mgd of treated effluent from the Beaumont Wastewater Treatment Plant No. 1 to Cooper's Creek, a tributary to San Timoteo Creek (Order No. RS-2015-0026).

In November 2020, the City completed its upgrading and expanding of the Beaumont Wastewater Treatment Plant No. 1 capacity. With implementation of the upgrade and expansion, the City increased the permitted capacity from 4.0 mgd to 6.0 mgd, which is anticipated to adequately treat flows generated over the next 20 years.

Recycled water from BCVWD may be provided from the City of Beaumont's wastewater treatment facility in the future. As of 2021, BCVWD has over 44 miles of non-potable (recycled) water transmission and distribution system in place. The backbone transmission system forms a loop around the City and is comprised of primarily 24-inch diameter cement mortar lined-ductile iron pipe. The system includes a two-million-gallon recycled water reservoir. The nearest recycled water line to the Project site is located along Oak Valley Parkway adjacent to the Golf Club at Tukwet Canyon. The non-potable water system consists of 3 (potentially 4 in the future) pressure zones: 2400, 2600, 2800, and 3000. The 3000 Non-potable Zone will likely not be operational for several years (if ever) as most of the current demand is in the other zones; BCWVD is in the process of analyzing the feasibility of a 3000-pressure zone.

A. Implications for Wastewater Collection and Treatment

Upon annexation, the City of Beaumont would provide wastewater collection and treatment services for the Project site.

The Project is anticipated to have an average dry weather wastewater generation rate of 88,899 gallons of wastewater per day (GPD) with a peak dry weather sewer generation rate of 253,907 GPD or 0.26 million gallons per day (MGD). The Project would construct a wastewater conveyance system to service the Project site and connect to the City's sanitary system. The Project utilizes a gravity sanitary system and lift station. However, due to the grading limitations, the development's sewer system cannot flow by gravity to the proposed point of connection, which is a 12-inch PVC line, located at the end of the extension of 4th Street within the adjacent Beaumont Crossroads sewer lift station collection area. Instead, the gravity system will flow to the proposed sewer lift station located at the northwest corner of PA 5. From there the sewer flow will be conveyed via the proposed Dual Force Main within Industrial Way and Entertainment Avenue, and Jackrabbit Trail towards a connection at 4th Street with an existing 12-inch gravity sewer line. The onsite lift station will be designed and installed to service the development's full buildout conditions. Additionally, the

existing City owned and operated Beaumont Crossroads sewer lift station will need to be upgraded as part of this Project since the lift station does not current have enough capacity to serve the Project.

The 0.26 MGD of wastewater generated by the Project would be treated at the Beaumont Wastewater Treatment Plant No. 1, which currently has the upgraded capacity to treat 6.0 mgd of effluent. The Project's anticipated wastewater generation represents approximately 4% of the treatment capacity for the Beaumont Wastewater Treatment Plant No. 1. The Beaumont Wastewater Treatment Plant No. 1 has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments.

The Developer would pay fees pursuant to the incumbent City of Beaumont Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The Developer would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which act to fund improvement plans, operations, and maintenance of wastewater collection facilities. The City would be responsible for maintenance of sanitary sewer main lines, while the Developer would bear the maintenance costs for sanitary sewer laterals. The proposed annexation would have little or no net effect on the City's annual budget (see Attachment B).

Water Supply

The BCVWD is the provider of potable and non-potable water to the City of Beaumont and the unincorporated community of Cherry Valley. The Project site is within the BCVWD sphere of influence but outside the BCVWD's service area boundary. Therefore, annexation into the BCVWD service area boundary is required for the Project to proceed. As discussed above, a separate Plan of Services has been prepared for the BCVWD annexation and is attached as Attachment A to this Plan of Services. A brief summary of that Plan of Services is set forth below.

BCVWD provides potable water from two local groundwater sources: Edgar Canyon and the Beaumont Basin. The BCVWD currently owns and operates a total of 24 groundwater wells of which only 20 are used. The BCVWD's total well capacity is about 27.5 MGD with the largest well out of service which is greater than the current 21.6 MGD maximum day demand. The District has 11 pressure zones and 14 reservoirs (tanks) ranging in size from 0.5 MG to 5 MG. The total storage in the system is approximately 22 MG – just over two average days or just over one maximum day demand. The reservoirs provide gravity supply to their respective pressure zones. The BCVWD's potable system is constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone reservoir. There are booster pumps in the system to pump water up from a lower pressure zone to a higher pressure zone also.

The Project was previously planned and included in the BCVWD's 2015 UWMP with a land use density of 2,000 equivalent dwelling units (EDUs) (previously identified as Jack Rabbit Trail). Based on the District's adopted EDU usage factor of 0.546 AFY/EDU, this equates to an estimated water demand of 1,092 AFY. The new Beaumont Pointe Development land use plan, consisting primarily of industrial warehouse buildings along with a 125-room hotel and general commercial uses, estimates a density of 360.26 EDUs. The originally approved Beaumont Point Development WSA indicated that approximately 43.31% of the potable water demand from the 360.26 EDUs could be served by BCVWD's Non-Potable Water (NPW) system reducing the Project's potable water demand to 204.21 EDUs or 111.50 acre-ft per year. As part of the Project's Plan of Service documents and ongoing water conservation efforts, the Project will be designed to utilize NPW for all outdoor irrigation demands.

The Beaumont Pointe development project site was included in the list of planned development projects in BCVWD's 2020 UWMP (previously identified as Jack Rabbit Trail) which demonstrated adequate water

supplies up to the year 2045. To clarify, when the District was preparing the basis for future water demands within the District's service area in the BCVWD's 2020 UWMP, the District utilized the potable water demands from the DRAFT November 2020 Beaumont Pointe WSA. This draft version of the Project's WSA identified the potable water demand as 221 EDUs as shown in Table 3-7 in the BCVWD's 2020 UWMP. Because the Project's updated land use plan has a potable water demand of 204.21 EDUs, the District's 2020 UWMP conservatively included the Project's anticipated potable water demands at 221 EDU.

A. Implications for Water Supply

Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), and various industrial and commercial process systems. Outdoor irrigation demands will be serviced by the District's NPW distribution system. The Project site is within BCVWD's 2650 Pressure Zone (PZ). The development of the Project would require construction of new water distribution lines within the Project site's development footprint. Additionally, the Project would construct an on-site recycled water system supplied by BCVWD. Recycled water will be used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The final design and sizing of on-site potable water, fire flow, and non-potable water facilities would need to accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use. These new water distribution lines would connect to existing facilities that are located within the Project area and within adjacent roadways.

Pursuant to §10910 of the California Water Code (SB 610) and information provided in the Project's WSA, BCVWD has determined that currently available and planned supplies are sufficient to meet the water demands of the proposed Project in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years. Pursuant to the California Government Code Section 66473.7, (SB 221) BCVWD has determined that it has sufficient and adequate water supply available to serve the long-term needs of the Project in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years. Refer to *Attachment A* for more details regarding water supply and services.

The Developer would be responsible for deposits related to construction inspection, plan review, and coordination to the BCVWD. The Developer would be required to coordinate directly with the BCVWD regarding any water system improvements or service connections. Additionally, the Developer would pay fees pursuant to the incumbent City of Beaumont Fee Schedule to cover the City's cost to fund plan review, coordination, and inspection of proposed water distribution systems improvements.

Development proposals within the Project site would be responsible for capital costs of on-site water systems, costs to connect to area off-site water distribution systems; and on-going water service fees. In combination, these funding sources finance areawide water system improvement plans, operations, and maintenance. Users would directly pay for the cost of services provided. Any increased water service demands resulting from anticipated development within the Project site would have little or no net effect on the BCVWD's Annual Budget.

Other Utilities

In addition to public service providers under the jurisdiction of LAFCO, other utility purveyors provide service to the Project site. Southern California Edison would provide electric power to the Project site. The Southern California Gas Company would provide natural gas service to the Project site. Several companies provide telecommunication services, including fiber optic and broadband internet, to residences and businesses

throughout the City. Currently, the two largest providers in the City include Frontier Communications and Spectrum (Charter Communications).

A. Implications for Other Utilities

Construction of the Project would require connections to existing electricity, natural gas, and telecommunication facilities 350 feet east of the Project site in 4th Street in the existing right of way. The Project would be served in accordance with the State of California's Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission tariffs. The utility purveyors noted above, and others not specifically identified, would be responsible for providing services to the Project site whether or not the Project site is annexed into the City. Therefore, the annexation would not affect their ability to provide services. The annexation would have no impact in this regard.

Conclusion

If the Project is annexed to the City of Beaumont, as proposed, changes in service providers will be minimal and levels of service for the Project site will be greatly improved. Water services would be provided by the BCVWD. Fire, Stormwater Drainage and Solid Waste Collection will continue to be provided by current service providers. The commercial and industrial uses planned for the Project site are not typically sources of demands for library services, parks and recreational services, or animal control services. The level of service demand for the Project raises overall call volume for fire and police protection services but is not anticipated to impact the existing fire stations or BPD's existing resources to a point that they cannot meet the demand. Adequate water supply exists, or is planned, for the Project to 2040 and beyond; and BCVWD can meet the Project needs as well as BCVWD's existing demands and the demands of the other planned developments within BCVWD's service area. Additionally, the Applicant would pay fees pursuant to the City of Beaumont Fee Schedule to fund plan review, coordination, and inspection of proposed traffic/transportation improvements, stormwater management systems, wastewater collection facilities, and water distribution systems improvements.

Recurring Annual Revenues:	
Property Taxes	$ 523,038
Transient Occupancy Taxes	$ 547,500
Property Taxes In Lieu of MVLF	$ 1,476,082
On-Site Sales Tax Revenue	$ 453,000
Other Recurring Revenues	$ 554,731
Total Annual Revenues	**$ 3,554,351**
Recurring Annual Expenditures:	
Administration	$ 226,753
Community Development	$ 77,875
Community Services	$ 167,679
Public Safety	$ 1,235,317
Public Works	$ 250,287
Transfers Out	-
Total Annual Expenditures:	**$ 1,957,912**
Annual General Fund Surplus/(Deficit)	**$ 1,596,439**

A preliminary projection of the Project's fiscal impact to the City is provided above (see *Attachment B*). The estimate indicates that the Project will generate $3,554,351 in recurring annual revenues and $991,726 in

recurring annual expenditures to the City representing an estimated $1,596,439 annual net fiscal benefit to the City at buildout.

The Project will be subject to impact fees for police and fire to cover capital costs. These revenues and costs were not included in the fiscal impact report because they are one-time payments and expenditures that do not affect the general fund. The annual operations in maintenance costs were included and are assumed to be covered, along with other general fund expenditures, from tax revenues.

A preliminary projection of the Project's fiscal impact to the County is provided in *Attachment C*.

Signatures

_____
Elizabeth Gibbs, City Manager
City of Beaumont

_____
Date

Attachment A: BCVWD Plan of Services

Attachment B: Fiscal Impact Analysis - City of Beaumont

Attachment C: Fiscal Impact Analysis - County of Riverside

BEAUMONT-CHERRY VALLEY WATER DISTRICT
PLAN OF SERVICE
DRAFT – Revision 2

for the

Beaumont Pointe Development

Prepared for:

Applicant: Beaumont Pointe Partners, LLC
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Prepared by:

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PACE Job No. B740

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Appendix G – Preliminary Cash Flow Analysis

List of Abbreviations

ADD	Average Day Demand
AF	Acre-ft
AFY	Acre-ft per Year
Applicant	Beaumont Pointe Partners LLC
AWWA	American Water Works Association
BCVWD	Beaumont Cherry Valley Water District
bgs	Below Ground Surface
BPD	Beaumont Pointe Development (previously referred to as the Jack Rabbit Trail Development)
City	City of Beaumont California
Development	Beaumont Pointe Development (previously referred to as the Jack Rabbit Trail Development)
Developer	Beaumont Pointe Partners LLC
District	Beaumont Cherry Valley Water District
DWR	California Department of Water Resources
ET	Evapotranspiration
GPD	Gallons per Day
GPM	Gallons per Minute
Jack Rabbit Trail	Previous Name of the Beaumont Pointe Development
MDD	Maximum Day Demand
MG	Million Gallons
MGD	Million Gallons per Day
NPW	Non-Potable Water
NRCS	National Resources Conservation Service
PACE	Pacific Advanced Civil Engineering
Project	Beaumont Pointe Development
PW	Potable Water
PW	Potable Water
PZ	Pressure Zone
RCFWCD	Riverside County Flood and Water Control District
Riverside LAFCO	Riverside County Local Agency Formation Commission
SAWPA	Santa Ana Watershed Project Authority
SGPWA	San Gorgonio Pass Water Agency
SPW	State Project Water
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment
HC	Hidden Canyon Development (Adjacent to Beaumont Pointe Development)

1 Introduction

1.1 Project Background

The Beaumont Pointe Development (previously referred to as the Jack Rabbit Trail Development and herein referred to as Project), located in the City of Beaumont, CA, will be a new 539.90-acre industrial, commercial, and recreational complex. The project will be developed by the Beaumont Pointe Partners, LLC (Applicant). The site is currently an undisturbed hill side with the new Hidden Canyon (HC) Development to the east and the CA-60 freeway to the North. The project will be constructed over three separate phases consisting of general commercial/retail land uses and five large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space.

The Project is currently located outside of the Beaumont Cherry Valley Water District's ("District") service area but within the District's sphere of influence, requiring the Project to be annexed into the District's service area. The Project's total annexation area will be 539.90 acres. As part of the annexation process, the Project will be required to obtain a District reviewed and approved Water Supply Assessment (WSA) and Plan of Service to verify that the District will have adequate water supplies for the project as well as an approved method of service.

From 2018 through 2021, the Project worked with the District to complete a Water Supply Assessment (WSA), dated April 13, 2021. The Beaumont Pointe Development WSA was originally based on the District's 2015 Urban Water Management Plan (UWMP). During the District's June 9th, 2021 Board Meeting, the 2021 Beaumont Pointe WSA was presented and approved by the District's Board of Directors. Subsequently, the District provided the Project with a conditional Will Serve Letter, which stipulated that the District will provide water service to the Project.

In August 26, 2021, four months after approval of the Beaumont Pointe WSA, the District Board of Directors approved the 2020 BCVWD UWMP, updating the District's 2015 UWMP to be in compliance with State law. State law indicates that the WSA for a project shall utilize the most recent UWMP (See Water Code Section 10910 (c)3), which states that if the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from that plan in preparing the WSA. In January 2022, the Project started to work with the District to provide an addendum for the purposes of identifying, summarizing, and providing modified and/or replacement language to the Project's previously approved WSA for the differences between the BCVWD 2015 and 2020 UWMP's. In August of 2022, the District approved the Beaumont Pointe WSA Addendum and the Project is currently requesting an extension to the current will serve letter.

The purposes of this report is to identify the proposed modifications to the District's distribution system to supply the Project with potable and non-potable water. The modifications will need to be designed per the District's requirements and the Applicant shall be responsible for any capital costs to tie into and construct the proposed modifications. The Project's domestic potable water (PW) and fire flow demands are proposed to be serviced from the District's 2650 pressure zone (PZ), which currently serves the westerly edge of the District's service area, south of Interstate 10 and west of Cherry Valley Blvd. As part of on-going water conservation efforts, the Project's outdoor irrigation demands are proposed to utilize non-potable water (NPW) distributed by BCVWD.

1.2 Report Objectives

The objectives of the Beaumont Pointe Development, Plan of Service Report is to identify the proposed PW and NPW infrastructure needed to service the Project's demands. Specifically, this includes the following:

- Summarize the Project's PW and NPW demands as defined in the Project's WSA (and subsequent Addendum).

- Provide an overview of the District's existing PW and NPW infrastructure within the vicinity of the Project.

- Provide an overview of the proposed modifications to the District's PW and NPW infrastructure in order to service the Project.

- Provide an overview of the operation of the proposed PW and NPW infrastructure during the three development phases of the Project

- Define the District and Private (future tenants) owned and operated portions of the proposed PW and NPW infrastructure

- Define the parameters of the Project's Community Facility District and proposing financing method.

2 Project Water Demands

2.1 Overview of Project

The Beaumont Pointe development project site is currently located outside of the District's service area, but within its sphere-of-influence adjacent to the District's southwest boundary. The Project will consist of a gross area of approximately 540 acres (276.4 net acres). It is located within portions of Sections 1 and 2 of T3S, R2W, which is proposed to be incorporated into the City and annexed into the BCVWD service area as part of the entitlement process. The Project is located south of State Highway 60, and northwest of Jack Rabbit Trail Road and the proposed Hidden Canyon Industrial Park, as shown in **Figure 2-1** below.

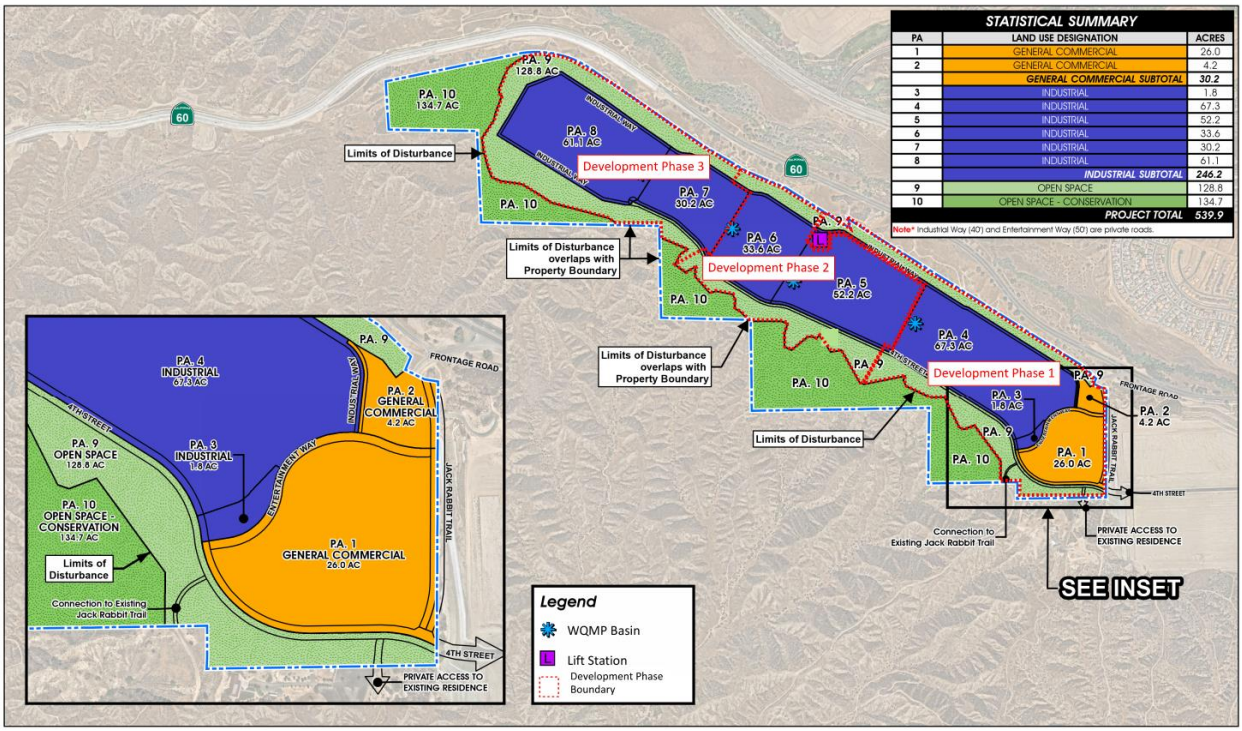

Figure 2-1: Beaumont Pointe Land Use Plan

The project will be constructed over three separate phases consisting of general commercial/retail land uses and five large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space. The general commercial/retail land use will consist of a hotel and retail shopping center. The industrial uses are proposed to include a small self-storage facility and five (5) separate large warehouse 'big-box' structures. 4th Street will be extended northwesterly from its proposed west end within the adjacent Hidden Canyon project.

As shown in **Figure 2-1**, the Project will be developed over three separate phases based on the boundaries between the different planning areas. Development Phases 1, 2, and 3 will consist of planning areas 1-4, 5-6, and 7-8 respectively with planning area 9 developed as shown in each phase.

Table 2-1: Beaumont Pointe Land Uses

Planning Area	Land Use	Acreage
Planning Area 1	General Commercial	26.0
Planning Area 2	General Commercial	4.20
Planning Area 3	Industrial	1.80
Planning Area 4	Industrial	67.30
Planning Area 5	Industrial	52.20
Planning Area 6	Industrial	33.60
Planning Area 7	Industrial	30.20
Planning Area 8	Industrial	61.10
Planning Area 9	Open Space	128.80
Planning Area 10	Open Space – Conservation	134.70
	Total	**539.90**

2.2 Project Potable and Non-Potable Water Demands

As summarized in the Project's WSA and subsequent Addendum (see **Appendix B** and **C**), the estimated water demand for the Project is based on recent dialogue with District and the City of Beaumont staff. Typical commercial retail and entertainment ADD factors range from 1,400 GPD/acre (City of Lathrop, CA) to 2,000 GPD/acre (City of Oxnard, CA). For conservative purposes, the WSA utilized a water demand factor of 1,500 GPD/acre. Planning Area 2 will consist of a 125 room hotel which usually exhibit much higher unit water demands and were assumed in the WSA with a single occupant estimated at 100 GPD per room.

For Planning Areas 3 through 8, BCVWD recently reviewed the total water use for a nearby industrial distribution center east of the Project site (Wolverine), and determined that the maximum water use for "big-box" warehouse distribution developments should be estimated using an employee density factor of one employee per 1,500 sf of warehouse/office space and 15 GPD per employee. This is supported by recent studies prepared by NAIOP as described in the Hidden Canyon Water Supply Assessment.

Based on conversations with the District, future developments within their service area will be required to utilize non-potable water for all outdoor irrigation demands. This is part of the District's ongoing water conservation efforts. Therefore **Table 2-2** below summarizes the average day potable (indoor) and non-potable water (outdoor) demands which equates to 99,535 GPD (69 GPM) and 76,049 GPD (53 GPM) respectively.

The District's 2016 Master Plan analyzed the historical potable water demands of the District and determined that a 1.87 maximum day demand (MDD) to average day demand ratio existed from 2005 to 2014. The District's 1.87 MDD peaking factor is fairly consistent with neighboring District's MDD peaking factors such as EMWD (2.0-2.5) and the Yucaipa Valley Water District (2.0). In conclusion, the 2016 Master Plan recommended future projects within the District's service area utilize a **MDD peaking factor of 2.0** for potable water planning purposes.

Based on the District's required MDD peaking factor of 2, the Project's **MDD for domestic indoor potable water is equal to 199,070 GPD or 138 GPM.**

Table 2-2: Average Day Beaumont Pointe Potable and Non-Potable Water Demands

Planning Area	Land Use	Type [1] Quantity	units	Indoor Water Demand Factor [3]		Outdoor Water Demand Factor [4]		[5] Indoor Water Demand		[5] Outdoor Irrigation Demand [6]	
1	Restaurant	30,000	sf	1,000	gpd/ksf	670,000	gal/Ac/Yr	30,000	gpd		
	Entertainment	5.0	Ac[2]	1,500	gpd/Ac			7,438	gpd		
	Irrigation	3.9	Ac	-				-			
	Total Acres	26.0	Ac	-				-		7,159	gpd
2	Hotel	125	keys	100	gpd/key	670,000	gal/Ac/Yr	12,500	gpd		
	Irrigation	0.6	Ac	-				-			
	Total Acres	4.2	Ac	-				-		1,101	gpd
Total	-	**30.2**	**Acres**	**-**		**-**		**49,938**	**gpd**	**8,260**	**gpd**
	-										
Total								**55.9**	**AFY**	**9.3**	**AFY**

[1] Based on proposed site plan, Alt. 11; uses required 15% landscape irrigation.
[2] Total entertainment area = go-cart, rock climbing, trampoline park, bowling alley, and miniature golf = 216,000 sf = 4.96 acres.
[3] Based on typical water usage used by water agencies throughout southern California.
[4] Based on outdoor water demand factor used for Amazon Distribution Center.
[5] Represents demand on BCVWD potable (domestic) water sources until non-domestic water becomes available.
[6] Represents demand that could be served by non-domestic water sources.

Planning Area	Land Use	[1] Warehouse /Office Bldg Area	Employee count [2]	Project Site Acreage [1] total	Bldg	Irrig.	Indoor Water Demand Factor [2]		Outdoor Water Demand Factor [3]		[4] Indoor Water Demand		[4] Outdoor Irrigation Demand [5]	
3	Self-Storage	25,000	17	1.8	1.5	0.3	15	gpd/emp	670,000	gal/Ac/Yr	260	gpd	496	gpd
	office	1,000												
4	Ware-house	1,369,880	920	67.3	57.2	10.1	15	gpd/emp	670,000	gal/Ac/Yr	13,799	gpd	18,531	gpd
	office	10,000												
5	Ware-house	984,340	663	52.2	44.4	7.8	15	gpd/emp	670,000	gal/Ac/Yr	9,943	gpd	14,373	gpd
	office	10,000												
6	Ware-house	669,400	450	33.6	28.6	5.0	15	gpd/emp	670,000	gal/Ac/Yr	6,754	gpd	9,252	gpd
	office	6,000												
7	Ware-house	583,240	393	30.2	25.7	4.5	15	gpd/emp	670,000	gal/Ac/Yr	5,892	gpd	8,315	gpd
	office	6,000												
8	Ware-house	1,284,800	863	61.1	51.9	9.2	15	gpd/emp	670,000	AF/Ac/Yr	12,948	gpd	16,823	gpd
	office	10,000												
Total	**Ware-house**	**4,916,660**	**3,306**	**246.2**	**209.3**	**36.9**	**15**	**gpd/emp**	**670,000**	**AF/Ac/Yr**	**49,597**	**gpd**	**67,789**	**gpd**
	office	**43,000**												
Total		**4,959,660**									**55.6**	**AFY**	**75.9**	**AFY**

[1] Based on approved site plan and tabulation of proposed land uses, and landscape area required at 15% of total.
[2] 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.
[3] Based on outdoor water demand factor used for Amazon Distribution Center.
[4] Represents demand on BCVWD potable (domestic) water sources until non-domestic water becomes available.
[5] Represents demand that could be served by non-domestic water sources.

2.3 Project Fire Flow Requirements

The Beaumont Pointe Development's fire flow requirements will be dictated by the Riverside County Fire Department as the development will fall under their service area. The largest fire flow requirement of the Beaumont development will be the warehouse/office buildings (industrial). California Fire Code (2019) will require each warehouse/office building to be installed with automatic sprinklers (where greater than 3,600 square feet) and have an available fire flow of 4,000 GPM for a 4-hour window. Additionally, the District's Master Plan requires a minimum system-wide pressure of 40 psi under MDD plus fire flows conditions, with a 20 psi residual at the flowing hydrant (Table 6-3 in the District's Master Plan).

Table 2-3: Beaumont Pointe Development – Fire Flow Requirements

Requirement	Value
Largest Fire Flow Requirement – Beaumont Pointe Development	4,000 GPM
Fire Flow Duration Requirement – Beaumont Pointe Development	4 hours

3 Plan of Service

3.1 Overview of BCVWD System

The Beaumont-Cherry Valley Water District provides potable and non-potable water service to about 19,215 active accounts, (19,659 connections), as of September 2020, in the City of Beaumont and the unincorporated community of Cherry Valley in Riverside and San Bernardino Counties in Southern California. The District is located approximately 75 miles east of Los Angeles along Interstate 10 with its present service area covering approximately 28 square miles. The District's sphere of influence or ultimate service planning area, encompasses an area of approximately 37.52 square miles which will include the Beaumont Pointe Development.

3.2 Overview of the BCVWD Potable and Non-Potable Supply

BCVWD owns and operates both a potable and a non-potable water distribution system. BCVWD provides potable water and scheduled irrigation water to users through the potable water system. BCVWD provides non-potable water for landscape irrigation of parks, playgrounds, school yards, street medians and common areas through its non-potable (recycled) water system.

Table 3-1 presents the BCVWD potable and non-potable water connections and demands as listed in the BCVWD 2020 UWMP.

Table 3-1**: Current and Future Water Sources Available to BCVWD**

	Potable Water	Non-Potable Water	Total
Number of Connections	19,359	300	19,659[1]
Average Annual, MGD	10.8[2]	5.6[2]	16.4
Maximum Day, MGD	21.6[2]	6.7[2]	NA
Total Demand, AF[3]	10,845	1,647	12,492

Notes:
1. Taken from Section 3.1 the BCVWD 2020 UWMP.
2. Taken from Section 3.6 in the BCVWD 2020 UWMP.
3. The Total Demand shown does not include system losses.

3.3 Existing Potable Water Infrastructure Near Annexation Area – 2650 Pressure Zone

The District's potable water distribution system is comprised of 11 pressure zones ranging in elevation from 2,100 feet mean sea level (MSL) to 2,900 feet. The extracted groundwater from the wells is pumped directly into the distribution system and stored in 14 different storage tanks providing a total storage volume of 22 million gallons (MG). The storage tanks are installed to provide elevated storage to maintain each pressure in each zone. The BCVWD's potable system is also constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone through a series of pressure reducing valve stations. The District's PW system is provided with 14 storage tanks ranging in size from 0.5 to 5 million gallons (MG) providing a total storage volume of 22 MG. Please see **Appendix A** for a hydraulic profile of the District's PW distribution system.

The District's 2650 PZ, which currently serves the westerly part of the District's service area, is being proposed to service the Beaumont Pointe Development. The 2650 PZ, as well as the 2520 and 2370 PZ, are currently pressurized by the 5-million gallon (MG) Hannon Tank, which is primarily filled with groundwater extracted from Well 29. Under normal operating conditions, potable water demands will be provided from the 5 MG Hannon Tank out to the 2650 PZ and the lower 2520 and 2370 PZ. The 2650 PZ is also equipped with the two pressure regulating valve stations located along Hannon Road in the north, and along 4th Street in the south of the PZ near the Beaumont Pointe Development. The purpose of these

pressure regulating stations is allow for the higher 2750 PZ to back feed the 2650 PZ during emergency situation such as maximum day demands or fire events.

As shown in **Figure 3-1**, the 2650 PZ has a series of large transmission lines feeding the individual sub areas of the PZ. The District recently constructed a 24-inch transmission pipeline that extends the service area of the 2650 PZ from north of the CA-60, south to the intersection of Potrero Blvd and 4th Street adjacent to the proposed Hidden Canyon Development

3.3.1 Potable Water Point of Connection – Hidden Canyon Development

The Project is proposing to connect to the District's 2650 PZ through the adjacent Hidden Canyon (HC) Development located to the east of the project at the intersection of Potrero Blvd and 4th Street. The HC Development is scheduled to be completed before the start of the Beaumont Pointe Development. According to the *Hidden Canyon Beaumont Distribution Center – Water Demands and Domestic Water Service Calculations – January 23, 2020* (**Appendix D**), the design of the HC's potable water system was to address the District's concerns over water quality and water turnover in this area of the 2650 PZ. Both the HC Development (and the Beaumont Pointe Development) will require large diameter distribution lines to meet emergency fire flow conditions, however the low potable water demand during normal conditions will result in large volumes of unused water located at the end of the District's service area.

To address the District's concerns, the HC Development will install two 16-inch lines connecting off the 24-inch transmission line at Potrero and 4th Steet to form a distribution loop through the HC Development. The improvements will also require an isolation valve to be installed on the 24-inch transmission line to divert flow through the Development as part of the normal conveyance path. The required length of the dual piping system through the HC will depend on the average turnover rate by the daily HC water demands. As shown in the **Appendix D**, the 18-inch distribution loop with extend up to approximately 800 LF from the western edge of the HC Development as the average HC Development PW demand will be capable of turning over this remaining segment of straight pipe within 8 hours. The District intends for the "North" 16-inch line to be the primary potable water service for the HC Development from the 2650 PZ Hannon Tank and the "South" 16-inch line to be a redundant service from the 4th Street 2750/2650 pressure reducing station.

This service concept allows the District to provide redundant daily and emergency service, eliminate large diameter dead end pipes, and allow for the 2750 PZ to flush out the distribution pipelines and back feed the 5 MG Hannon Tank due to the relatively low average day demand.

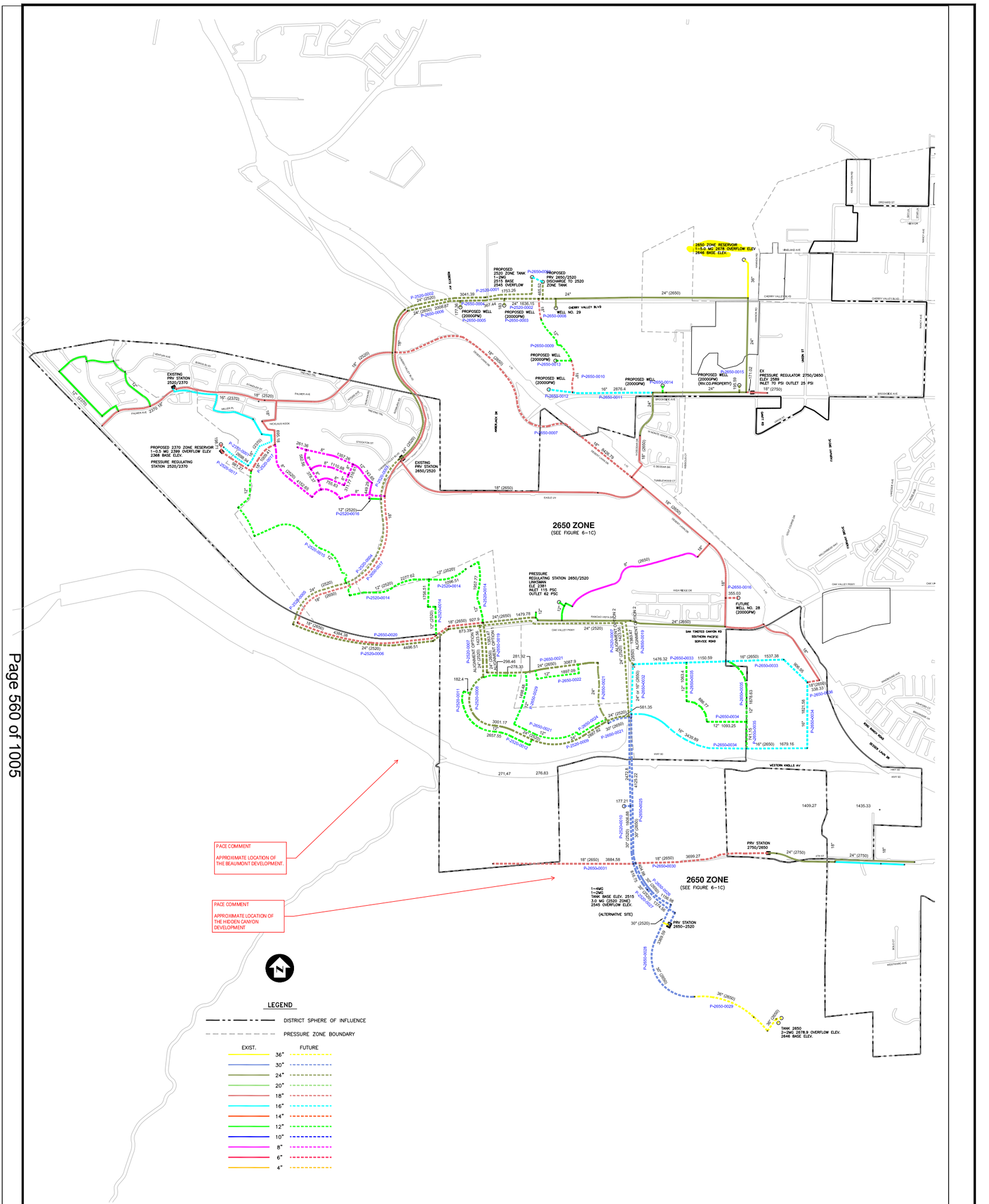

FIGURE 3-1

PACE
Advanced Water Engineering
17520 Newhope Street, Suite 200 | Fountain Valley, CA 92708
P: (714) 481-7300 | www.pacewater.com

SCALE	
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	06/2022
JOB NO.	B740

JOB
BEAUMONT DEVELOPMENT

BEAUMONT CA

W:\B740\4-Administrative\Reports\Plan of Service - Rev 1\Figures\11x17-TITLE BLOCK.dwg - Tab: Model - by tmihara on 06/09/22 at 7:32:29 AM

3.4 Proposed Potable Water Improvements

The proposed potable water improvements will be designed to provide redundant daily and emergency service while reducing the potential water quality and turn-over concerns associated with the Project's low potable water demand. All proposed potable water improvements shall be constructed by the Applicant (per the District's requirements and standards) and will be owned and operated by the District upon project completion.

To address the development's high fire flow requirements, as shown in **Figure 3-2** & **Figure 3-3**, the existing 16-inch distribution loop from the HC Development will be extended to service the Project. To reduce potential water quality issues, the following improvements will be provided.

- A single 8-inch line will connect to the 16-inch loop to service Project's domestic (non-fire flow) potable water demands. The single 8-inch line will be routed along 4th Street terminating between Planning Areas 7 and 8. A single 8-inch line was selected as it is the smallest size allowed within the District's distribution system, and with the Project's ADD of 99,535 GPD, the Project will be able to provide a sufficient turn-over rate of 5.2 hours. While a loop helps redundancy and hydraulic stability in a distribution system, because of the Project's location at the end of the District's service area, the added piping would only increase water quality issues due to low demand.

- Similar to the HC Development, extending the 16-inch distribution loop and diverting the primary flow path through the HC development will allow District to flush out and back feed the 2650 PZ from the 4th Street 2750/2650 pressure regulating station. A 16-inch isolation valve will be installed within the HC Development to divert the primary flow path west. The existing 24-inch isolation valve at Potrero Blvd will remained closed.

- To be discussed further below, four District approved, 10-inch reduced pressure backflow preventers (RPZ) in a 2 duty + 1 standby configuration will be installed on the fire flow distribution piping feeding the Project's fire service distribution loop. Because of the length of piping needed for the Development, diverting the all PW through the Project will increase water quality concerns (due to low demands) and will limit the ability of the District to flush out area due to the large amount of water required.

The Project's fire flows will be provided through a 12-inch northern and 16-inch southern fire flow distribution loop. The south 16-inch line is designed as the primary service will all of the building fire service laterals connecting to the 16-inch line. The northern 12-inch will provide hydraulic stability/redundancy but will also allow for fire hydrants to be installed along the northern edge of the property. Please note that the 800 LF of 18-inch pipe installed on the south loop will be re-purposed as part of the improvements. Any additional requirements from the Riverside County Fire Department will be incorporated into the project's design documents accordingly.

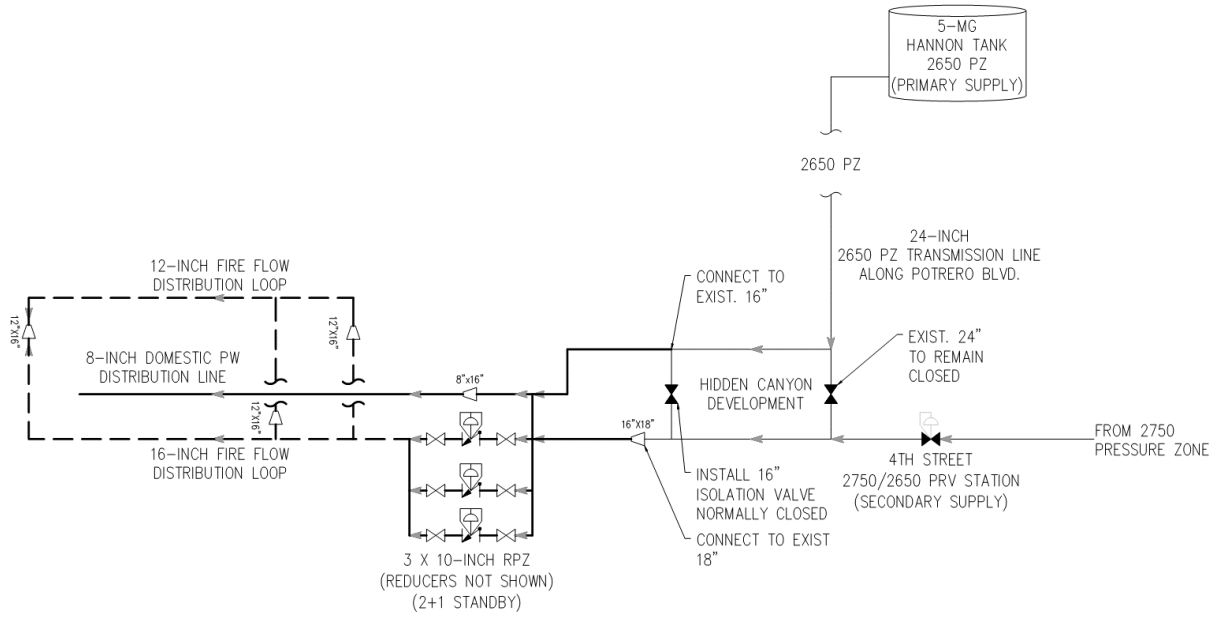

Figure 3-2: Proposed Domestic and Fire Service Distribution System Schematic

NORTH

1200 600 0 1200 2400

SCALE: 1"=1200'

BEAUMONT POINTE DEVELOPMENT
PROPERTY LINE

Color Coding Legend
Pipe: Diameter (in)

<= 4.0
<= 6.0
<= 8.0
<= 12.0
<= 14.0
<= 16.0
<= 18.0
<= 20.0
<= 24.0
<= 30.0
<= 36.0
Other

INTERSTATE 10

OAK VALLEY PARKWAY

DEVELOPMENT PHASE III
DEVELOPMENT PHASE II

PLANNING AREA 8
INDUSTRIAL WAREHOUSE #5

PLANNING AREA 7
INDUSTRIAL WAREHOUSE #4

PLANNING AREA 6
INDUSTRIAL WAREHOUSE #3

PLANNING AREA 5
INDUSTRIAL WAREHOUSE #2

PLANNING AREA 4
INDUSTRIAL WAREHOUSE #1

PLANNING AREA 10
CONSERVATION

BEAUMONT POINTE DEVELOPMENT

CALIFORNIA HIGHWAY 60

PLANNING AREA 9
RECREATION AND CONSERVATION
DEVELOPMENT PHASE I

12"Ø & 16"Ø FIRE SERVICE DISTRIBUTION LOOP

FROM 2650 PZ
PRIMARILY THE 5 MG HANNON TANK

POTRERO BLVD.

CALIFORNIA HIGHWAY 60

EXIST. 24-INCH VALVE
MODELED AS CLOSED

BEAUMONT POINTE DEVELOPMENT
PROPERTY LINE.

8" LINE (DOMESTIC PW DEMANDS)

2 + 1 10-INCH REDUCED PRESSURE
DETECTOR ASSEMBLY

16-INCH DISTRIBUTION LOOP EXTENDED
UP TO THE DEVELOPMENT.

PLANNING AREAS 1-2
COMMERCIAL

CONNECT TO AND EXTEND
EXIST. 16-INCH LINE

EXIST. 16-INCH PW LINE
"NORTH" SUPPLY

EXIST. 16-INCH PW LINE
"SOUTH" SUPPLY

INSTALL 16-INCH PW VALVE
AND KEEP VALVE CLOSED.

CONNECT TO, REDUCE AND
INSTALL 16-INCH LINE.

HIDDEN CANYON
DISTRIBUTION CENTER

W. 4TH STREET

FROM 4TH STREET
2750/2650 PRESSURE REGULATING
STATION

PROPOSED POTABLE WATER IMPROVEMENTS
BEAUMONT POINTE DEVELOPMENT

BEAUMONT DEVELOPMENT

CA

JOB BEAUMONT

SCALE	1"=1200'
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	01/2022
JOB NO.	B740

PACE
Advanced Water Engineering
17520 Newhope Street, Suite 200 | Fountain Valley, CA 92708
P: (714) 481-7300 | www.pacewater.com

FIGURE
3-3

W:\B740\Engineering\B740-12 - Evaluate Exist System\model\Rev3\Beaumont Pointe PW Model Rev 1.dwg - Tab: 3-3 - by tmihara on 05/04/23 at 8:48:49 PM

3.4.1 Development Stages

As described in **Section 2.1**, the Project will be constructed over 3 separate phases with Planning Areas 1-4, 5-6, and 7-8 constructed in Phase 1, 2, and 3 respectively. As shown in **Figure 3-3**, the design concept of a looped fire distribution loop and a single 8-inch potable water line capable of being turned over by the connected planning areas will be continued throughout the Development phases. A key part of the design is the construction of the 12-inch line connecting the northern and southern fire flow lines between planning areas 4 and 5 which will provide a loop during the interim conditions.

3.4.2 Design Specifications

All proposed potable water improvements will be designed and constructed per the requirements and standard details of the District. This specifically includes the following parameters referenced in the District's 2016 Potable Water Master Plan. All District preferred equipment manufacturers will be listed in the bid specifications to help provide commonality for future maintenance and spare parts.

Table 3-2: Potable Water Improvements – Design Specifications

Parameter	Value
Minimum Diameter of Mains (Excluding Fire Hydrant Laterals)	≥ 8 inches
Material of Construction	Cement Mortar Lined and Asphalt Coated Ductile Iron Pipe (Pressure Class 150 Min.)
Maximum Velocity	10 feet per second (during MDD + Fire Flow) 7 feet per second (during peak hour demand)
Corrosion Protection	All buried DIP will be double polyethylene wrapped per AWWA C105

Notes
1. **Table 3-2** taken from Table 6-2 in the District's 2016 Potable Water Master Plan

3.4.3 Modeling of Proposed Potable Water Improvements – Modeling Assumptions

Bentley's WaterGEMS for AutoCAD 2019 water distribution analysis and design software was used to conduct a steady state analysis of the proposed potable water improvements for the Beaumont Pointe Development under MDD plus fire flows conditions. A steady-state analysis determines the operating behavior of the system at a specific point in time under steady-state conditions (i.e. demands and hydraulic grades remain constant over the analyzed period).

The Beaumont WaterGEMS model was created from a combination of preliminary grading files of the development, ArcGIS aerial imaging, and potable water utility exhibits included in the District's Master Plan (see **Appendix E**). The following baseline assumptions were used in the steady-state analysis, with several components taken from the District's requirements.

- All pipes were assigned a Hazen-Williams friction loss coefficient of 130.
- The location of PW demands were assigned at the nearest applicable junction.
- The location of all existing PW transmission lines were assumed to match the District's PW utility exhibits. Only transmission lines were included in the model
    - The elevation of all lines were assumed to be installed with 4 feet of cover (4 feet below the finished grade). Finished grade elevations were provided by Google Earth.
- The model only includes the MDDs of the Beaumont Pointe Development.
- The model assumes the 5-MG Hannon Tank is the primary source of pressure for the 2650 PZ.
- The 5-MG Hannon Tank was assumed to half full with a water level elevation of 2,662.35 feet.
- The boundaries of the PZ were assumed to match the District's PW utility exhibits.
- 4th Street Pressure Regulating Station
    - As stated in the Design of the 4th Street 2750/2650 PRV station TM (see **Appendix E**) the station was modeled under its worse supply conditions of 70 psi at the station and with a flow restrict of 6,000 GPM.
        - Since the station will be installed at the existing grade (approximately 2,450 feet), the 2750 PZ was modeled as an elevated reservoir with a HGL of 2,611.7 feet (70 psi) simulating the lowest supply pressure from the 2750 PZ
- Recommended Backflow Preventers on Fire System Distribution Loop
    - To model the backflow preventers on the Development's fire system, the District's Standard Plate 7, and Zurn's reduced pressure detector backflow preventer model 475DA were inputted as general purpose valves. This allowed for the manufacturer's head loss curves to be inputted into the model under different operating conditions.

Fire Flow Analysis

WaterGEMS has a fire flow analysis feature which determines the available fire flows at each junction under steady-state conditions. The available fire flows at a single junction are determined after the system wide MDDs have been satisfied and as long as specific, user-defined, operating criteria are satisfied. In other words, the fire flow analysis determines the available fire flows for a single fire event if it were to occur at each of the selected junctions.

As required by Section 6 of the 2016 Master Plan the following operating constraints/requirements were inputted into the fire flow analysis.

- The calculated available fire flows must also be provided in conjunction with MDDs.
- A minimum residual pressure at each junction tested for available fire flows must be greater than or equal to 20 psi as fire flows are being extracted.
- A minimum zone wide pressure at each junction must be greater than or equal to 40 psi during the fire flow analysis.
- The fire flow analysis shall simulate one 5,000 GPM fire flow event at each of the tested junctions. If 5,000 GPM cannot be provided the model will determine the next available fire flows while meeting the user defined performance criteria.

- For the purposes of analyzing the performance of the distribution system, the upper limit of the fire flow analysis was set at 5,000 GPM, even though the highest fire flow requirement is 4,000 GPM.

- The maximum velocity in any pipe shall not exceed 10 feet per second.

3.4.4 Modeling of Proposed Potable Water Improvements – Modeling Results

Figure 3-4 shows the available fire flows at each junction under MDD plus fire flow conditions. Each junction was capable of providing the required fire flows of the specified location's land use. For example, the tested junctions within the industrial land uses in the Project were able to provide a fire flow greater than 4,000 GPM.

Figure 3-5 shows the residual pressure during a simulated fire event at each specified junction while maintaining the performance requirements stated in **Section 3.4.3** within the distribution system. In other words if the specified junction was able to obtain a fire flow of 4,000 GPM as shown in **Figure 3-4**, then **Figure 3-5** shows the residual pressure available at the junction if 4,000 GPM was flowing through the junction. Please note that the fire flow analysis is capped out at 5,000 GPM.

Importance of the 4th Street 2750/2650 Pressure Regulating Station

Figure 3-6 below shows the performance of the distribution model if the 4th street 2750/2650 pressure regulating station was taken out of service. As shown there is a notice drop in the available fire flows within the Project with areas along the southern distribution line close to or below the required 4,000 GPM fire flow requirement. It is recommended that should the 4th Street station be taken out of service, the District leave the 24-inch isolation valve open (instead of normally closed to diverting water through the Hidden Canyon Development) as this will allow for the 5 MG Hannon Tank to utilize both 16-inch lines to reliability feed the areas fire flows.

MAXIMUM DAY DEMAND + FF AVAILABLE FIRE FLOWS AT EACH JUNCTION

NORTH

1200 600 0 1200 2400

SCALE: 1"=1200'

BEAUMONT POINTE DEVELOPMENT PROPERTY LINE

Color Coding Legend
Pipe: Diameter (in)

- <= 4.0
- <= 6.0
- <= 8.0
- <= 12.0
- <= 14.0
- <= 16.0
- <= 18.0
- <= 20.0
- <= 24.0
- <= 30.0
- <= 36.0
- Other

Color Coding Legend
Junction: Fire Flow (Available) (gpm)

- <= 2,000
- <= 3,000
- <= 3,999
- <= 4,500
- Other

INTERSTATE 10

OAK VALLEY PARKWAY

FROM 2650 PZ
PRIMARILY THE 5 MG HANNON TANK

POTRERO BLVD.

CALIFORNIA HIGHWAY 60

PLANNING AREA 8
INDUSTRIAL WAREHOUSE #5

PLANNING AREA 7
INDUSTRIAL WAREHOUSE #4

PLANNING AREA 6
INDUSTRIAL WAREHOUSE #3

PLANNING AREA 5
INDUSTRIAL WAREHOUSE #2

PLANNING AREA 4
INDUSTRIAL WAREHOUSE #1

PLANNING AREAS 1-2
COMMERCIAL

DEVELOPMENT PHASE III

DEVELOPMENT PHASE II

PLANNING AREA 10
CONSERVATION

BEAUMONT POINTE DEVELOPMENT

PLANNING AREA 9
RECREATION AND CONSERVATION
DEVELOPMENT PHASE I

12"Ø & 16"Ø FIRE SERVICE DISTRIBUTION LOOP

BEAUMONT POINTE DEVELOPMENT
PROPERTY LINE.

8" LINE (DOMESTIC PW DEMANDS)

2 + 1 10-INCH REDUCED PRESSURE
DETECTOR ASSEMBLY

16-INCH DISTRIBUTION LOOP EXTENDED
UP TO THE DEVELOPMENT.

CONNECT TO AND EXTEND
EXIST. 16-INCH LINE

EXIST. 16-INCH PW LINE
"NORTH" SUPPLY

EXIST. 16-INCH PW LINE
"SOUTH" SUPPLY

INSTALL 16-INCH PW VALVE
AND KEEP VALVE CLOSED.

CONNECT TO, REDUCE AND
INSTALL 16-INCH LINE.

EXIST. 24-INCH VALVE
MODELED AS CLOSED

W. 4TH STREET

FROM 4TH STREET
2750/2650 PRESSURE REGULATING
STATION

HIDDEN CANYON
DISTRIBUTION CENTER

JOB BEAUMONT DEVELOPMENT CA

BEAUMONT

SCALE	1"=1200'
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	01/2022
JOB NO.	B740

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FIGURE
3-4

W:\B740\Engineering\B740-12 - Evaluate Exist System\model\Rev3\Beaumont Pointe PW Model Rev 1.dwg - Tab: 3-4 - by tmihara on 05/04/23 at 8:49:41 PM

NORTH

1200 600 0 1200 2400

SCALE: 1"=1200'

BEAUMONT POINTE DEVELOPMENT PROPERTY LINE

Color Coding Legend
Pipe: Diameter (in)

<= 4.0
<= 6.0
<= 8.0
<= 12.0
<= 14.0
<= 16.0
<= 18.0
<= 20.0
<= 24.0
<= 30.0
<= 36.0
Other

Color Coding Legend
Junction: Pressure (Calculated Residual) (psi)

<= 20
<= 40
<= 50
<= 60
Other

MAXIMUM DAY DEMAND + FF RESIDUAL PRESSURE AT SPECIFIED JUNCTION DURING SIMULATED FIRE EVENT

INTERSTATE 10

OAK VALLEY PARKWAY

FROM 2650 PZ
PRIMARILY THE 5 MG HANNON TANK

POTRERO BLVD.

CALIFORNIA HIGHWAY 60

EXIST. 24-INCH VALVE
MODELED AS CLOSED

W. 4TH STREET

FROM 4TH STREET
2750/2650 PRESSURE REGULATING
STATION

PLANNING AREA 8
INDUSTRIAL WAREHOUSE #5

PLANNING AREA 7
INDUSTRIAL WAREHOUSE #4

PLANNING AREA 6
INDUSTRIAL
WAREHOUSE #3

PLANNING AREA 5
INDUSTRIAL
WAREHOUSE #2

PLANNING AREA 4
INDUSTRIAL
WAREHOUSE #1

PLANNING AREAS 1-2
COMMERCIAL

DEVELOPMENT PHASE III
DEVELOPMENT PHASE II

PLANNING AREA 9
RECREATION AND CONSERVATION
DEVELOPMENT PHASE I

12"Ø & 16"Ø FIRE SERVICE DISTRIBUTION LOOP

PLANNING AREA 10
CONSERVATION

BEAUMONT POINTE DEVELOPMENT

BEAUMONT POINTE DEVELOPMENT
PROPERTY LINE.

8" LINE (DOMESTIC PW DEMANDS)

2 + 1 10-INCH REDUCED PRESSURE
DETECTOR ASSEMBLY

16-INCH DISTRIBUTION LOOP EXTENDED
UP TO THE DEVELOPMENT.

CONNECT TO AND EXTEND
EXIST. 16-INCH LINE

EXIST. 16-INCH PW LINE
"NORTH" SUPPLY

EXIST. 16-INCH PW LINE
"SOUTH" SUPPLY

INSTALL 16-INCH PW VALVE
AND KEEP VALVE CLOSED.

CONNECT TO, REDUCE AND
INSTALL 16-INCH LINE.

HIDDEN CANYON
DISTRIBUTION CENTER

JOB BEAUMONT DEVELOPMENT CA

BEAUMONT

SCALE	1"=1200'
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	01/2022
JOB NO.	B740

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FIGURE
3-5

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NORTH

1200 600 0 1200 2400

SCALE: 1"=1200'

BEAUMONT POINTE DEVELOPMENT PROPERTY LINE

Color Coding Legend
Pipe: Diameter (in)

<= 4.0
<= 6.0
<= 8.0
<= 12.0
<= 14.0
<= 16.0
<= 18.0
<= 20.0
<= 24.0
<= 30.0
<= 36.0
Other

Color Coding Legend
Junction: Fire Flow (Available) (gpm)

<= 2,000
<= 3,000
<= 3,999
<= 4,500
Other

MAXIMUM DAY DEMAND + FF
AVAILABLE FIRE FLOWS WITH 4TH
STREET 2750/2650 PZ OUT OF
SERVICE

INTERSTATE 10

OAK VALLEY PARKWAY

PLANNING AREA 8
INDUSTRIAL WAREHOUSE #5

PLANNING AREA 7
INDUSTRIAL WAREHOUSE #4

PLANNING AREA 6
INDUSTRIAL
WAREHOUSE #3

PLANNING AREA 5
INDUSTRIAL
WAREHOUSE #2

PLANNING AREA 4
INDUSTRIAL
WAREHOUSE #1

DEVELOPMENT PHASE III
DEVELOPMENT PHASE II

PLANNING AREA 10
CONSERVATION

BEAUMONT POINTE DEVELOPMENT

CALIFORNIA HIGHWAY 60

PLANNING AREA 9
RECREATION AND CONSERVATION
DEVELOPMENT PHASE I

12"Ø & 16"Ø FIRE SERVICE DISTRIBUTION LOOP

BEAUMONT POINTE DEVELOPMENT
PROPERTY LINE.

8" LINE (DOMESTIC PW DEMANDS)

2 + 1 10-INCH REDUCED PRESSURE
DETECTOR ASSEMBLY

16-INCH DISTRIBUTION LOOP EXTENDED
UP TO THE DEVELOPMENT.

PLANNING AREAS 1-2
COMMERCIAL

HIDDEN CANYON
DISTRIBUTION CENTER

FROM 2650 PZ
PRIMARILY THE 5 MG HANNON TANK

POTRERO BLVD.

CALIFORNIA HIGHWAY 60

EXIST. 24-INCH VALVE
MODELED AS CLOSED

CONNECT TO AND EXTEND
EXIST. 16-INCH LINE

EXIST. 16-INCH PW LINE
"NORTH" SUPPLY

EXIST. 16-INCH PW LINE
"SOUTH" SUPPLY

INSTALL 16-INCH PW VALVE
AND KEEP VALVE CLOSED.

CONNECT TO, REDUCE AND
INSTALL 16-INCH LINE.

W. 4TH STREET

FROM 4TH STREET
2750/2650 PRESSURE REGULATING
STATION

JOB BEAUMONT DEVELOPMENT CA

BEAUMONT

SCALE	1"=1200'
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	01/2022
JOB NO.	B740

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FIGURE
3-6

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3.5 Existing Non-Potable Water Infrastructure Near Annexation Area

As of 2018, BCVWD has over 44 miles of non-potable water transmission and distribution system in place. The backbone transmission system forms a loop around the City of Beaumont and is comprised of primarily 24-in diameter cement mortar lined, ductile iron pipe, all installed after year 2000. The system includes a 2-MG reservoir and three major non-potable water PZ (2800, 2600 and 2520 PZ).

The 2800 NPW PZ is currently separated from the 2600 and lower PZ. The 2800 NPW PZ is supplied with non-potable groundwater from Well 26 and supplemented with PW via air-gap at the 2800 Zone 2-MG NPW reservoir. The 2600 and lower non-potable water pressure zones are supplied with potable water through air-gapped interconnections between the potable and non-potable water system. The adjacent Hidden Canyon Development will extend the 18-inch NPW main from 4th Street and Potrero Blvd to the edge of the BPD.

3.6 Proposed Non-Potable Water Infrastructure

All proposed non-potable water improvements shall be constructed by the Applicant (per the District's requirements and standards) and will be owned and operated by the District upon project completion.

In order to minimize the use of potable water, the Development's landscaping design shall conform to the City of Beaumont Landscaping Ordinances and utilize NPW for irrigation demands. The existing 18-inch NPW line from Hidden Canyon will be reduced to 14-inches and extended along 4th Street within the development. All NPW lines shall be designed and installed in accordance with the City and BCVWD requirements. Lines shall be constructed of ductile iron pipe with push-on joints (with appropriate restraints), and bagged with purple polyethylene bags as required by either the District or the DDW. Signs shall be posted around all use areas stating that non-potable water is being used and it is unsafe to drink. All signage shall be installed in accordance with the DDW requirements. The irrigation services connections shall be made with proper reduced-pressure (RP) devices.

NORTH

1200 600 0 1200 2400

SCALE: 1"=1200'

8"Ø NPW IRRIGATION LINE

EXIST. NPW LINE

BEAUMONT POINTE DEVELOPMENT PROPERTY LINE

INTERSTATE 10

OAK VALLEY PARKWAY

CALIFORNIA HIGHWAY 60

PLANNING AREA 8 INDUSTRIAL WAREHOUSE #5

PLANNING AREA 10 CONSERVATION

INSTALL 8"Ø NPW LINE

PLANNING AREA 7 INDUSTRIAL WAREHOUSE #4

PLANNING AREA 6 INDUSTRIAL WAREHOUSE #3

PLANNING AREA 5 INDUSTRIAL WAREHOUSE #2

PLANNING AREA 4 INDUSTRIAL WAREHOUSE #1

PLANNING AREA 3 INDUSTRIAL

PLANNING AREAS 1,2 COMMERCIAL

BEAUMONT POINTE DEVELOPMENT

INSTALL 8"Ø NPW LINE

PLANNING AREA 9 RECREATION AND CONSERVATION

BEAUMONT POINTE DEVELOPMENT PROPERTY LINE.

CONNECT TO FUTURE NPW LINE. (POINT OF CONNECTION).

FUTURE 18"Ø NPW LINE

POTRERO BLVD.

CALIFORNIA HIGHWAY 60

W. 4TH STREET

HIDDEN CANYON DISTRIBUTION CENTER

PROPOSED NPW IMPROVEMENTS

BEAUMONT DEVELOPMENT

CA

JOB BEAUMONT

SCALE	1"=1200'
DESIGNED	
DRAWN	TDM
CHECKED	TDM
DATE	01/2022
JOB NO.	B740

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FIGURE

3-7

W:\B740\Engineering\B740-12 - Evaluate Exist Systemlcalcs_and_docs\TM Drawings\2021-05 Vicinity Map POSIBCVWD 2650 PZ Exhibit.dwg - Tab: NPW POC Exhibit - by tmihara on 01/06/22 at 9:10:19 AM

3.7 Required Engineering

The Applicant shall perform all necessary calculations, and prepare construction drawings fully describing the work required, including main line extension, fire service assemblies and connection to the existing pipelines for service. The construction drawings, calculations, and other works, shall be prepared by, or under the direct supervision of a Civil Engineer registered in the State of California. All design work shall conform to District's Standards and be subject to the approval of the District.

3.8 Required Water Services

Final domestic and non-potable meter sizes will be determined by the Applicant, but shall include backflow devices (where necessary), angle meter stop, and appropriate fittings in accordance with District's standard drawings and specifications.

3.9 Required Fire Hydrants

The Applicant shall install the necessary fire hydrants and appurtenances subsequent to the determination of fire flow requirements by the County of Riverside. The District typically requires wet-barrel type fire hydrants with one 4-inch and two 2-1/2 inch outlets, in accordance with AWWA. Fire hydrants shall be located generally behind curbs or sidewalks, if sidewalks are adjacent to curb, the Applicant shall refer to the District's specifications and standards for the appropriate location of off-site hydrant(s). Where on-site private fire hydrants are located in parking areas, bollards shall be installed (minimum of 4) around fire hydrant heads in accordance with the Riverside County Fire Department standards or City of Beaumont Standards as applicable. The jurisdictional Fire Department shall approve all fire hydrant locations.

3.10 Main Line Extension Agreement

As a result of additional mainline pipe facilities to be owned and operated by the District, the Applicant shall execute a mainline extension agreement with the District. All applicable reimbursements (if any) shall be in accordance with the District's adopted policies and procedures.

3.11 Required Fees

The Applicant shall pay all applicable deposits, District charges, front footage fees, facility and fees (capacity charges) prior to construction of any off-site water system improvements. Monthly service charges will be in accordance with the applicable District Rules and Regulations.

Other feeds include meter installation fees, which are paid by the Developer at time of construction for a project. Deposits are collected to cover District costs for plan check, GIS and record drawing data, and construction inspection. The Developer posts a performance, labor and material bond for the construction and a maintenance bond once construction is completed and approved by the District

3.12 Financing of the Proposed Improvements – Community Facilities District

The costs associated with the engineering, construction and permitting of all the proposed potable water improvements shall be paid by the Applicant.

Based on the Project's location at the perimeter of the District's sphere of influence, the proposed improvements to the District's distribution systems will only be servicing the Project's low domestic potable water demands. This would place a financial burden on the District's existing rate payers to fund the operation, maintenance and eventual replacement of the improvements over the life of the Project if an alternative funding mechanism was not established.

As a result, the Applicant and District shall enter into a Service Agreement pursuant to which the Applicant will agree that the District shall form a community facilities district (CFD) that will include only the Project

land and that will impose an annual special tax on the land to finance 100% of costs of the O&M and replacement of the proposed improvements.

3.12.1 Financing Model

Total Annual Special Taxes of Community Facilities District

As shown in Appendix G, the CFD administrator will be responsible for calculating each year's levy of special taxes and providing the County Assessor with the amounts to include in the property tax bills for the Project land. The special taxes collected annually for replacement will be deposited into a discrete account to be maintained by the District for the purpose of funding the future replacement costs of the proposed PW and NPW improvements and the special taxes collected for O&M and CFD administrative expenses would be deposited in the District General Fund or a subaccount as described below:

- Infrastructure Replacement Funds

  - The PW and NPW distribution systems will consist primarily of distribution piping and infrastructure such as valves. Both the PW and NPW systems will utilize cement mortar-lined ductile iron pipe of various sizes and distribution infrastructure such as butterfly valves, hydrants, meter assemblies and air related valves.
  - The annual deposit into the replacement account will be based on the costs associated with replacing the completed portions of the PW and NPW distribution system at the end of their respective service life based on 2022 replacement costs and an average inflation rate of 3%.
  - The estimated 2020 bid costs for the proposed PW and NPW distribution valves and piping is estimated to be **$1,911,388** and **$8,350,075** which includes prevailing wages for all associated labor.

    For example, the estimated 2022 bid costs for the first phase of the PW and NPW distribution valves and distribution systems will be $1,005,144 and $4,646,190, respectively. Therefore, based on the average service life of 20 years for the distribution valves and 50 years for the distribution system, the first infrastructure replacement fund deposit would be $67,561 and $180,576, respectively and would increase 3% every year. When the entire PW and NPW distribution valve and distribution system is completed in year 5, the annual replacement amount deposit would be $136,792 and $369,776, respectively, increasing at 3% per year.

- Operation and Maintenance Funds

  An additional amount equal to 10% of the amount of the levy for replacement will also be included in the annual levy of special taxes to fund the District's costs of operating and maintaining the PW and NPW distribution system with any excess available to fund, in the District's sole discretion, any other District operations or capital facilities costs.

- CFD Administrative Expenses

  The annual levy of special taxes will also include an amount to cover all actual costs of administering the CFD.

Total Annual Withdraws from Reserve

The District will withdraw funds from the replacement account to pay for the replacement of the PW and NPW improvements at the end of each item's useful service life.

By:

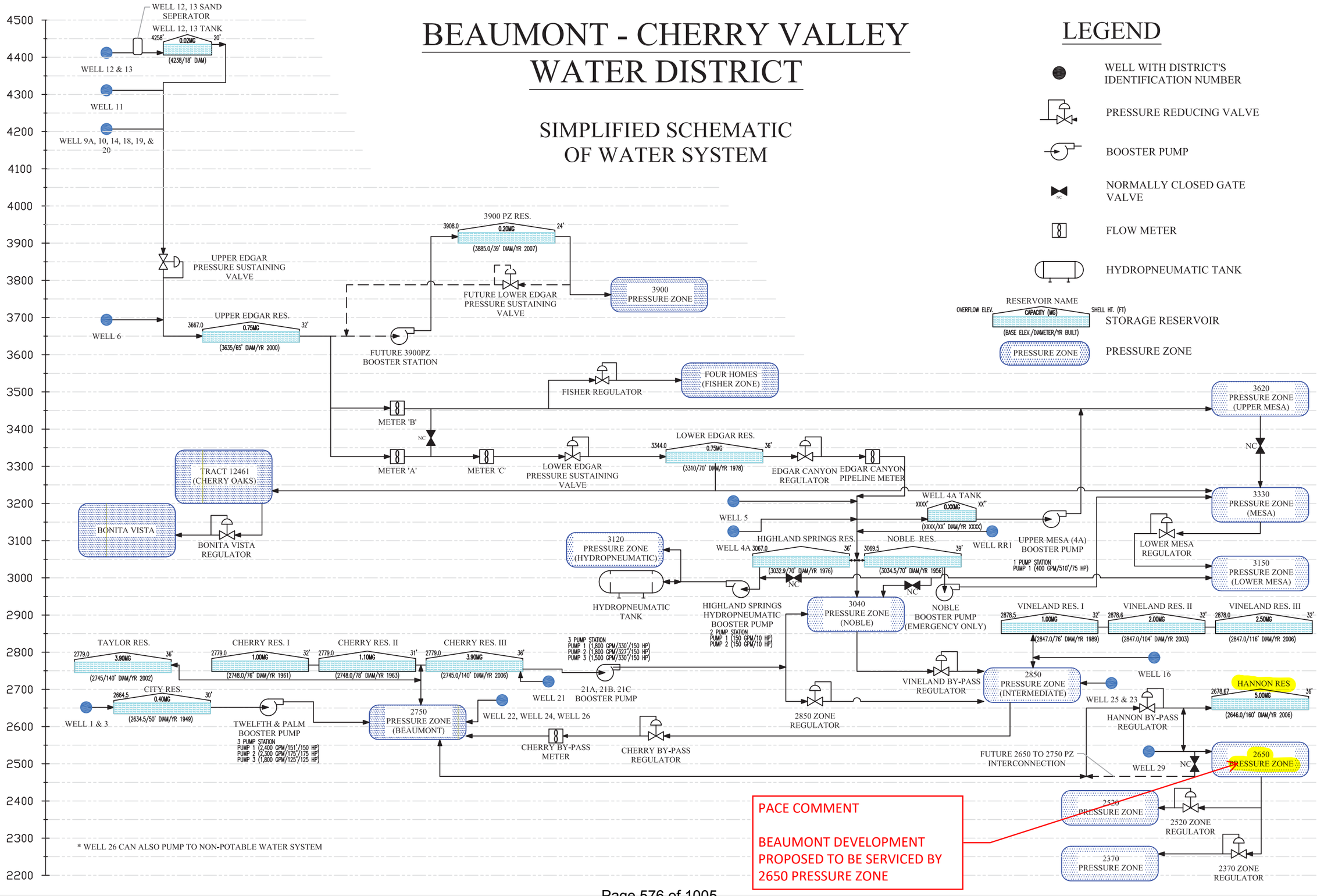
_____
Dan Jaggers, General Manager
Beaumont-Cherry Valley Water District

Date:_____

Appendix A – BCVWD Potable Water Distribution System Hydraulic Profile

BEAUMONT - CHERRY VALLEY WATER DISTRICT

SIMPLIFIED SCHEMATIC OF WATER SYSTEM



LEGEND

- WELL WITH DISTRICT'S IDENTIFICATION NUMBER
- PRESSURE REDUCING VALVE
- BOOSTER PUMP
- NORMALLY CLOSED GATE VALVE
- FLOW METER
- HYDROPNEUMATIC TANK
- RESERVOIR NAME / OVERFLOW ELEV. / CAPACITY (MG) / SHELL HT. (FT) / (BASE ELEV./DIAMETER/YR BUILT) — STORAGE RESERVOIR
- PRESSURE ZONE — PRESSURE ZONE

FIGURE 2-7 HYDRAULIC SCHEMATIC

Appendix B – Water Supply Assessment for Beaumont Pointe Development

BEAUMONT-CHERRY VALLEY WATER DISTRICT

560 MAGNOLIA AVENUE

BEAUMONT, CALIFORNIA 92223

www.bcvwd.org

WATER SUPPLY ASSESSMENT

for

Beaumont Pointe

City of Beaumont, CA

June 28, 2020
Revised October 29, 2020
Revised March 9, 2021
Revised April 2, 2021
Revised April 13, 2021

Prepared by
CHARLES MARR CONSULTING
And Pacific Advanced Civil Engineering, Inc.

for

Beaumont Pointe Partners, LLC

18032 LEMON DRIVE, SUITE 367

YORBA LINDA, CALIFORNIA 92886

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1. INTRODUCTION

The Beaumont Pointe development project (BP or "Project") (formerly known as and referred to in some exhibits herein as "Jack Rabbit Trail") is proposed to be constructed in the City of Beaumont, CA on a site with gross area of approximately 540 acres south of Highway 60 and northwest of the proposed Hidden Canyon Industrial site. Project development limits will result in a graded net area of approximately 276.4 net acres. The project will consist of (1) general commercial/retail land uses on approximately 30.2 acres, and (2) five large graded building pads with one building on each pad totaling approximately 5.0 million square feet of warehouse/office structures. Existing 4th Street is proposed to be extended from the proposed alignment in Hidden Canyon to the BP site. The Riverside County Fire Department has identified a fire flow requirement for the Project of 4,000 gpm for 4 hours. The Project site will be annexed into the Beaumont Cherry Valley Water District (BCVWD) service area.

The Project site was previously planned with a land use density of 2,000 equivalent dwelling units (EDUs) and was included in the BCVWD's 2015 Urban Water Management Plan (UWMP) with 2,000 EDUs (previously identified as Jack Rabbit Trail). Based on the District's adopted EDU usage factor of 0.546 AFY/EDU, this equates to an estimated water demand of 1,092 AFY. The new BP land use plan estimates a density of 360 EDUs, representing a reduced site density by 82 percent. The water demand estimate using specific factors developed for each of the land uses currently proposed for BP, provides an updated demand estimate of 197 AFY. As a result of the changed land use plan, the Water Supply Assessment (WSA) accounts for a vastly reduced water demand estimate from what the UWMP assumes for the site.

2. WATER SUPPLY ASSESSMENT (WSA) LEGISLATIVE REQUIREMENTS

Two Senate Bills passed in 2001 to advance water supply planning efforts in California and provide for developing comprehensive water policies to meet future water needs by integrating water supply and land use planning. These were Senate Bill 221 and Senate Bill 610, (SB 221 and SB 610, respectively). The intent was to provide additional assurance that new projects, as defined by the legislation, will have reliable water supply both now and 20 years into the future considering existing and other new development projects also under consideration. The legislation provides for evaluation of those common water sources in order to confirm their ability to continue supplying existing water users while concurrent projects come on line, as well as keep decisionmakers adequately informed of the proposed projects, and all concurrent development projects' water demands as a measure against current water supply entitlements.

2.1 Senate Bill 221 (SB 221)

SB 221 applies to residential subdivisions and chaptered in Government Code §65867.5 *et seq* which states:

> *(c) A development agreement that includes a subdivision, as defined in Government Code §666473.7, shall not be approved unless the agreement provides that any tentative map prepared for the subdivision will comply with the provisions of §666473.7.*

Government Code §666473.7 states:

> *(a) For purposes of this section, the following definitions apply:*

> *(1) "Subdivision" means a proposed residential development of more than 500 dwelling units, except that for a public water agency that has fewer than 5,000 service connections, "subdivision" means any proposed residential development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections.*
>
> *(b)(1) The legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove the tentative map, shall include as a condition in any tentative map that includes a subdivision, a requirement that a sufficient water supply shall be available. Proof of the availability of a sufficient water supply shall be requested by the subdivision applicant or local agency, and shall be based on written verification from the applicable water supply system within 90 days of a request.*
>
> *(i) Government Code §666473.7 shall not apply to any residential project proposed for a site that is within an urbanized area and has previously been developed for urban uses, or where the immediate contiguous properties surrounding the residential project site area, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households.*
>
> *(a)(2) "Sufficient water supply" means the total water supplies available during normal, single-dry and multiple-dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision, in addition to existing and planned future uses, including but not limited to agricultural and industrial uses.*

This does not mean that 100 percent of the development's unrestricted water demand must be met 100 percent of the time, nor does it mean the new development may not have an impact on the service level of existing customers. A "sufficient water supply" may be found to exist for a proposed subdivision and for existing customers, even where a drought-induced shortage will be known to occur, as long as a minimum water supply can be estimated and planned for during a record drought.

2.2 Senate Bill 610 (SB 610)

SB 610, chaptered in Water Code §10910 *et seq*, requires a city or county that determines a "Project," as defined in Water Code §10912, is subject to the California Environmental Quality Act (CEQA), the city or county must identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water supply assessment (WSA), except as otherwise specified. Water Code §10912 defines a "Project" as any of the following:

> *(1) A proposed residential development of more than 500 dwelling units.*
>
> *(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space.*
>
> *(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sq. ft. of floor space.*
>
> *(4) A proposed hotel or motel, or both having more than 500 rooms.*

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sq. ft. of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.[1]

The basic question to be answered in the WSA is:

Will the water supplier's total projected water supplies during normal, dry, and multiple dry years during a 20-year projection meet the projected water demand of the proposed project, in addition the water supplier's existing and planned future uses, including agricultural and manufacturing uses?

The WSA, under SB 610, is to include the following, if applicable to the supply conditions:

1. Discussion regarding whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses.
2. Identification of existing water supply entitlements, water rights, or water service contracts secured by the purveying agency and water received in prior years pursuant to those entitlements, rights, and contracts.
3. Description of the quantities of water received in prior years by the public water system under the existing water supply entitlements, water rights or water service contracts.
4. Water supply entitlements, water rights or water service contracts shall be demonstrated by supporting documentation such as the following:
    a. Written contracts or other proof of entitlement to an identified water supply.
    b. Copies of capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.
    c. Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.
    d. Any necessary regulatory approvals that are required to be able to convey or deliver the water supply.
5. Identification of other public water systems or water service contract holders that receive a water supply or have existing water supply entitlements, water rights, or water service contracts, to the same source of water as the public water system.
6. If groundwater is included for the supply of a proposed project, the following additional information is required:
    a. Description of groundwater basin(s) from which the proposed project will be supplied. Adjudicated basins must have a copy of the court order or decree adopted and a description of the amount of groundwater the public water system

[1] The water use for one dwelling unit depends on regional climate and varies from agency to agency

has the legal right to pump. For non-adjudicated basins, information on whether the California Department of Water Resources has identified the basin as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the Department of Water Resources that characterizes the condition of the basin, and a detailed description of the efforts being undertaken in the basin to eliminate the long-term overdraft.

b. Description and analysis of the amount and location of groundwater pumped by the public water system for the past five (5) years from any groundwater basin from which the proposed project will be supplied. Analysis should be based on information that is reasonably available, including, but not limited to, historic use records.
c. Description and analysis of the amount and location of groundwater projected to be pumped by the public water system from any groundwater basin from which the proposed project will be supplied. Analysis should be based on information that is reasonably available, including, but not limited to, historic use records.
d. Analysis of sufficiency of the groundwater from the basin(s) from which the proposed project will be supplied.

7. The water supply assessment shall be included in any environmental document prepared for the project.

SB 610 prescribes a timeframe within which a public water system is required to submit the assessment to the city or county and authorizes the city or county to seek a writ of mandamus to compel the public water system to comply with requirements relating to the submission of the assessment.

SB 610 requires the public water system, or the city or county, as applicable, if that entity concludes that water supplies are, or will be, insufficient, to submit the plans for acquiring additional water supplies.

SB 610 requires the city or county to include the water supply assessment and certain other information in any environmental document prepared for the project pursuant to the act.

2.3 Summary

The Senate bills are quite similar; SB 221 applies to proposed residential subdivisions over 500 dwelling units or a subdivision project that proposes 10 percent of the number of existing agency water connections, whichever is smaller; SB 610 to other types of large projects or mixed use projects. Both require documentation of water supply and demand under normal, dry and multiple dry year scenarios to accommodate the project plus existing and known planned projects. Both rely on the agency's UWMP for support.

Based on the description in the introduction, the proposed **Beaumont Pointe development project requires a water supply assessment pursuant to SB 610 under Section 10912 (a) (2)**. The Project includes a proposed business establishment having more than 500,000 square feet of floor space. The Project proposes over 5,000,000 square feet of floor space.
For the Project, the water purveyor is the Beaumont-Cherry Valley Water District (BCVWD).

3. URBAN WATER MANAGEMENT PLANNING ACT

3.1 Background

The California Water Code requires that all urban water suppliers within the state, serving over 3,000 acre-feet (AF) of water (1 AF = 325,829 gallons) or having at least 3,000 service connections, to prepare Urban Water Management plans (UWMPs) on a five-year, ongoing basis demonstrating their continued ability to provide water supplies for current and future expected development under normal, single dry and multiple dry year scenarios. The Urban Water Management Planning Act was enacted in 1983 and amendments were made periodically since then. The Act also requires imported water suppliers to prepare UWMPs. Water Code sections §10610 through §10656 detail the information that must be included in the plans. These plans also require the assessment of urban water conservation measures and wastewater recycling as well as a water shortage contingency plan outlining how the municipal water provider will manage water shortages of up to 50 percent of their normal supplies in a given year.

An UWMP is a planning tool that provides general guidance to water management agencies. It provides managers and the public with past and current water supply issues facing the agency. It is not a substitute for project-specific planning documents, nor was it intended to be, when mandated by the State Legislature. When specific projects are chosen to be implemented, detailed project plans are prepared, environmental analysis (if required) is prepared, and financial and operational plans are developed.

"The UWMP is intended to function as a planning tool to guide broad-perspective decision-making" by water agency managers and directors.[2] It should not be viewed as an exact blueprint for supply and demand management. Water management in California is not a matter of certainty and planning projections and may change in response to a number of factors. "[L]ong-term water planning involves expectations and not certainties. The State Supreme Court has recognized the uncertainties inherent in long-term land use and water planning and observed that the generalized information required …in the early stages of the planning process are replaced by firm assurances of water supplies at later stages."[3] It is appropriate to look at the UWMP as a general planning framework, not a specific action plan. It is an effort to generally answer a series of planning questions including:

- What are the potential sources of supply and what is the reasonable probable yield from them?
- What is the probable demand, given a reasonable set of assumptions about growth and implementation of good water management practices?
- How well do supply and demand figures match up, assuming that the various probable supplies will be pursued by the implementing agency?

Based on the answers to these questions, the implementing agency will pursue feasible and cost-

[2] Sonoma County Water *Coalition v. Sonoma County Water Agency* (2010) 189 Cal. App. 4th 33, 39, taken from SGPWA 2015 UWMP.
[3] Ibid.

effective options and opportunities to meet demands.

The UWMP Act requires the supplier to document water supplies available during normal, single dry, and multiple dry water years over a 20-year projection and the existing and projected future water demand during the same 20-year period. The Act requires that the projected supplies and demands be presented in 5-year increments for the 20-year projection period.

Like SB 221 and SB 610, specific levels of supply reliability are not mandated (i.e., whether a specific level of demand can be met over a designated frequency); rather, the law provides that it is a local policy decision of the water provider as part of the planning process. As provided for in the law, the WSA can rely on the data in the latest UWMP in assessing the water demand of the proposed project relative to the overall increase in demands expected by BCVWD. The Beaumont Pointe development project site was included in Table 3-6 of BCVWD's 2015 UWMP (previously identified as Jack Rabbit Trail). The Project site was previously planned with a land use density of, and corresponding water demand for, 2,000 equivalent dwelling units (EDUs). The new BP land use plan estimates a significantly reduced density of 360 EDUs, representing a reduced site density by 82 percent and corresponding water demand estimate.

In late 2017 and 2018, BCVWD prepared a set of "White Papers" that evaluated the growth in demand within the SGPWA and the current and future water supply from the SGPWA on a regional basis. The White Papers determined that the rate of growth has reduced and refines the imported water supply accordingly. This is discussed later in this WSA.

3.2 San Gorgonio Pass Water Agency 2015 UWMP

The Beaumont Pointe project is located within the service area of the San Gorgonio Pass Water Agency (SGPWA or Pass Agency). BCVWD provided data to SGPWA on BCVWD's projected demands so the SGPWA could prepare their UWMP. Because the California Department of Water Resources (DWR) required the imported water suppliers to submit their UWMPs earlier than the retail agencies, BCVWD made some preliminary estimates of their demand over the 20-year projection period and provided the projections to SGPWA. These preliminary estimates deviated slightly from the actual demands in BCVWD's 2015 UWMP. Table 3-1 is taken from SGPWA 2015 UWMP (Table 2-4):

Table 3-1 - Projected Water Demands on SGPWA (AF)

Agency	2020	2025	2030	2035	2040
BCVWD	10,860	12,476	14,087	15,886	17,334
City of Banning	-	501	1,344	2,237	2,718
YVWD	1,809	1,967	2,162	2,391	2,644
Other	500	1,600	2,800	3,900	5,000
Total Water Demands	**13,169**	**16,544**	**20,393**	**24,414**	**27,696**

Note: San Gorgonio Pass Water Agency 2015 UWMP, Table 2-4.

SGPWA's 2015 UWMP states the "retail purveyor demands reflect reasonably anticipated supplies through the planning periods" and take into account non-SGPWA supplies available to the retail purveyors, such as local groundwater, recycled water, etc.

Since the Beaumont Pointe project site was included in the demands in BCVWD's 2015 UWMP,

it is considered to be included in the 2015 SGPWA UWMP, adopted by SGPWA Board of Directors as Resolution No. 2017-03, on March 20, 2017. "Other" demands in Table 3-1 reflect the demand from other agencies in SGPWA service area not currently receiving imported water from SGPWA.

In the introductory section of the SGPWA's 2015 UWMP, the SGPWA reviewed the water supply and demand requirements on a regional basis and did not focus on specific conditions within the service area of the retail water agencies.

"It is the stated goal of SGPWA to import supplemental water and to protect and enhance local water supplies for use by present and future water users and to sell imported water at wholesale to local retail water purveyors within its service area. Based on conservative water supply and demand assumptions over the next 25 years in combination with conservation of non-essential demand during certain dry years, the [Urban Water Management] Plan successfully achieves this goal. It is important to note that this document has been completed to address regional resource management and does not address the particular conditions of any specific retail water agency or entity within the SGPWA service area. The retail urban water suppliers within SGPWA service area are preparing separate UWMPs, but SGPWA has coordinated with the retailers during development of this Plan to ensure a level of consistency with the retailers to the extent possible.[4]

BCVWD recognizes and acknowledges the disclaimer statement within the 2015 Urban Water Management Plan prepared by the SGPWA related to regional planning. While the UWMP prepared by the SGPWA "…does not address the particular conditions of any specific retail water agency…" BCVWD relies upon the policies and practices of the SGPWA as a foundation for regional water supply solutions. In other words, while the SGPWA's regional planning document does not address local water conditions, BCVWD does rely upon the policies of the SGPWA to provide comprehensive regional solutions related to the use of imported water in the Pass area. As example of the policies and practices adopted by the SGPWA and relied upon by BCVWD include, but are not limited, to the following:

- San Gorgonio Pass Water Agency, Ordinance No. 8, An Ordinance Establishing Rules and Regulations for SGPWA Water Service, February 7, 2005;
- San Gorgonio Pass Water Agency Strategic Plan, May 2012;
- San Gorgonio Pass Water Agency, Resolution No. 2014-02, A Resolution of the San Gorgonio Pass Water Agency Establishing a Policy for Meeting Future Water Demands, February 18, 2014;
- San Gorgonio Pass Water Agency, Ordinance No. 10, Ordinance Establishing Water Shortage Plan, July 21, 2014;
- San Gorgonio Pass Water Agency, Resolution No. 2015-05, Resolution of the Board of Directors of the San Gorgonio Pass Water Agency to Adopt Facility Capacity Fees for Facilities and Water, July 27, 2015;
- San Gorgonio Pass Water Agency, State of the Supply PowerPoint Presentation, September 30, 2016;
- San Gorgonio Pass Water Agency, Ordinance No. 13, An Ordinance Amending Rules and Regulations Regarding Authorization for Service, June 5, 2017.

[4] SGPWA 2015 UWMP

3.3 BCVWD's 2015 UWMP

There were some minor differences between the projections in BCVWD's 2015 UWMP and the projections provided to SGPWA for their 2015 UWMP. These differences stemmed from the need for BCVWD to provide preliminary demand projections early on so the SGPWA could meet their prescribed deadline.

BCVWD's demands for imported water are presented in BCVWD's 2015 UWMP (Table 6-26) and are repeated in Table 3-2 below. Table 3-2 shows the actual imported water demand to meet the potable water demand plus the banking water demand to ensure drought-proofing of future development. If imported water is not available in a given year, no banking will occur. But when imported water is available, any deficiencies from previous years would be "carried over" and "made up." As can be seen, there is a slight difference between the demands in Table 3-2 versus those shown above in Table 3-1.

Table 3-2 - BCVWD Imported Water Needs from BCVWD 2015 UWMP

	2020	2025	2030	2035	2040
BCVWD Drinking Water Demand, AFY	10,313*	11,407*	12,503	13,843	15,362
Banking Demands, AFY	1,000	1,500	2,000	2,500	2,500
Total BCVWD Imported Water Demand	11,313	12,907	14,503	16,343	17,862

Note: Taken from BCVWD 2015 UWMP, Table 6-26. Equal to purchased imported water system for recharge plus make-up for non-potable system and water for banking.

*Includes imported water for non-potable water system since non-potable water system is supplied with potable groundwater.

4. BEAUMONT POINTE PROJECT DESCRIPTION

The Beaumont Pointe development project site is currently located outside of the District's service area, but within its sphere-of-influence adjacent to the District's southwest boundary. The Project consists of a gross area of approximately 540 acres (276.4 net acres). It is located within portions of Sections 1 and 2 of T3S, R2W, which is proposed to be incorporated into the City and annexed into the BCVWD service area as part of the entitlement process. The Project is located south of State Highway 60, and northwest of Jack Rabbit Trail Road and the proposed Hidden Canyon Industrial Park, as shown in Figure 1.

4.1 Project Description

The Beaumont Pointe project is proposed to include general commercial (GC), industrial distribution land uses, and open space. The GC land use will consist of a hotel and retail shopping center. The industrial uses are proposed to include a small self-storage facility and five (5) separate large warehouse 'big-box' structures totaling approximately 5.0 million square feet. Existing 4th Street will be extended northwesterly from its proposed west end within the adjacent Hidden Canyon project. Figure 1 shows the Project vicinity, and Figure 2 illustrates the Land Use Plan.

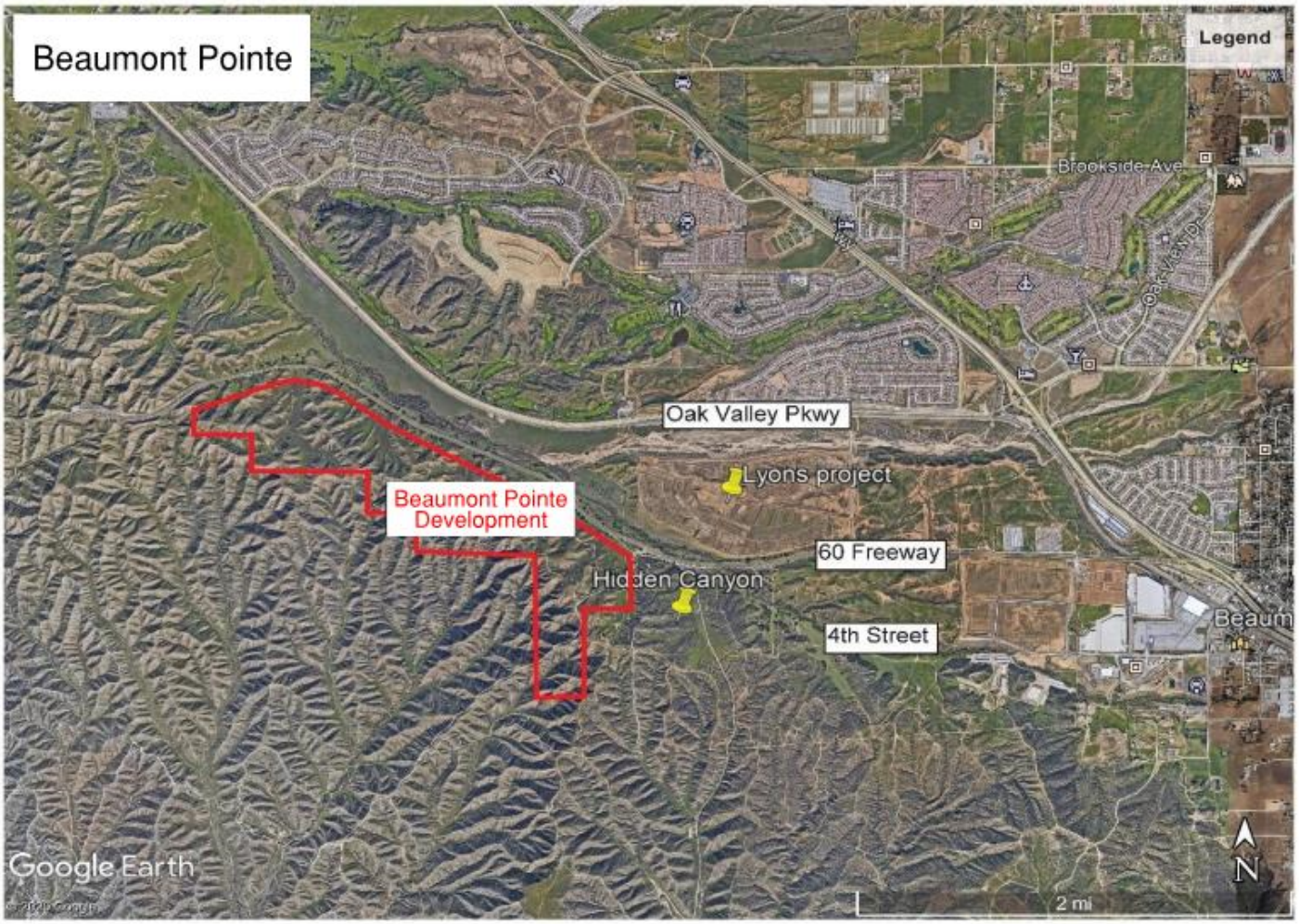

Figure 1 – Beaumont Pointe General Location

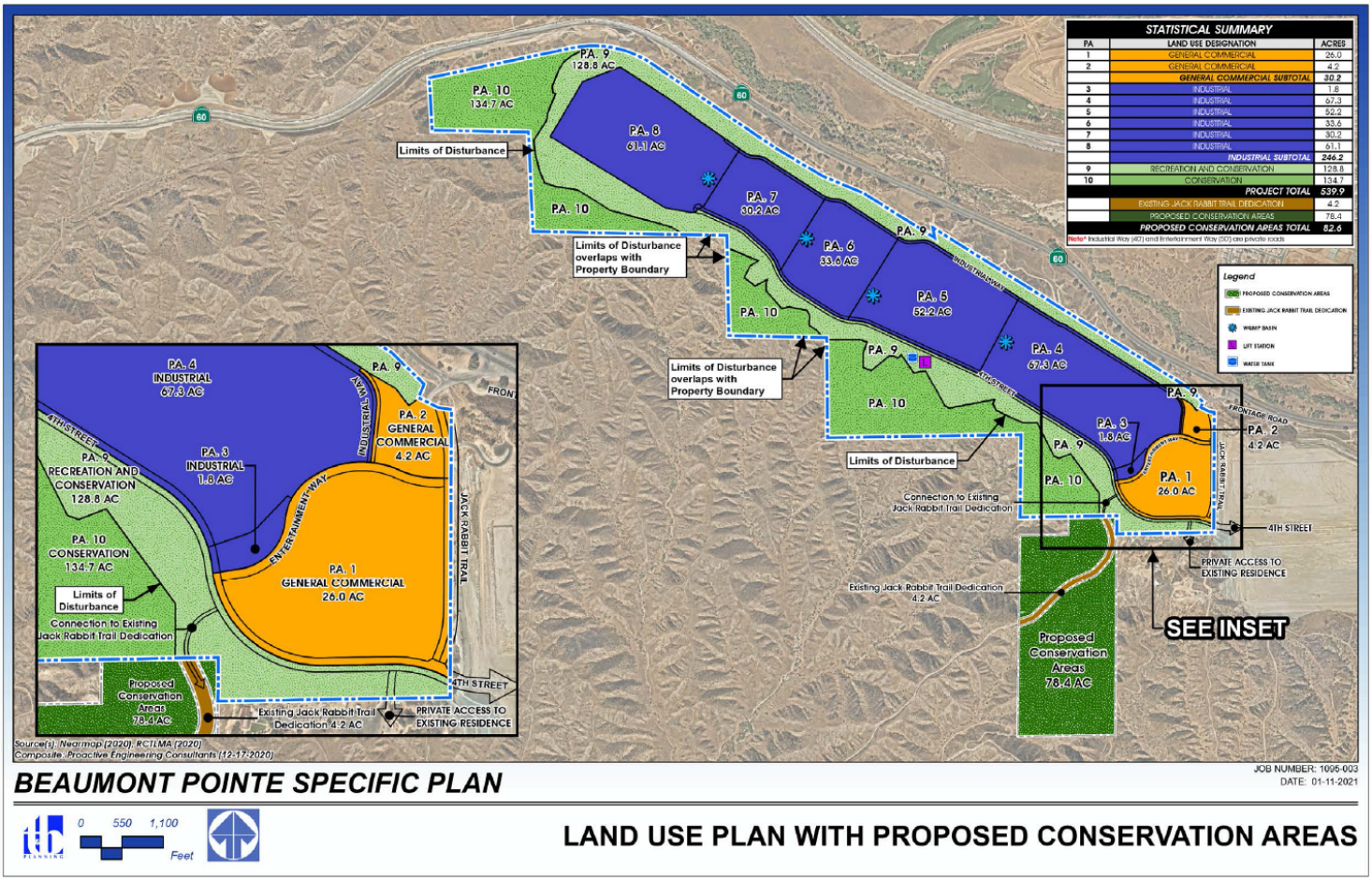

Figure 2 – Beaumont Pointe Land Use Plan

A summary of the land uses is included in Table 4-1:

Table 4-1 - Beaumont Pointe Land Uses [1]

Planning Area	Land Use	Acreage
1 thru 2	Hotel	30.2
	Restaurant	
	Entertainment	
	Landscape	
3 thru 8	Warehouse	246.2
	Office	
	Landscape	
9 and 10	Open Space	263.5
Total		**539.9**

[1] Based on proposed site plan, Alternative 11.

The project is required to adhere to the landscaping standards in "Guide to California Friendly Landscaping" and the City of Beaumont's Landscaping Ordinance which requires water efficient landscaping. Pursuant to BCVWD requirements, landscaping in non-turf areas shall be drought tolerant and irrigated with drip or bubbler type heads.

4.2 Estimated Water Demand

The estimated water demand for the Project is based on recent dialogue with District and the City of Beaumont staff. The total Project consists of approximately 30.2 acres of general commercial land uses and 5.0 million square feet (sf) of industrial distribution warehouse.

For Planning Areas 1 and 2 typical water usage factors used in the industry can range from 1,500 to 3,000 gallons per day (gpd) per acre. Major area water agencies that have published usage factors by land use category includes East Valley Water District (2014) and Eastern Municipal Water District. These agencies have adopted usage factors for general commercial developments at 2,050 and 2,000 gpd per acre to estimate general commercial water demands. Beaumont Pointe includes hotel uses which are typically grouped within the general commercial classification; however, usually exhibit much higher unit water demands. For the purpose of estimating water demands for the WSA, hotel uses are deemed similar to residential uses with a single occupant estimated at 100 gpd per room.

For Planning Areas 3 through 8, BCVWD recently reviewed the total water use for a nearby existing 720,000 sf industrial distribution center east of the Project site (Wolverine), and determined that the maximum water use for "big-box" warehouse distribution developments should be estimated using an employee density factor of one employee per 1,500 sf of warehouse/office space and 15 gpd per employee. This is supported by recent studies prepared by NAIOP [5] as described in the Hidden Canyon Water Supply Assessment. Therefore, because BP Planning Areas 3 through 8 development is virtually identical to the Wolverine "big-box" product this factor is appropriate for the WSA for BP. Thus, the total number of employees contributing to water demand at full buildout of Planning Areas 3 through 8 at BP is estimated to be 3,306h. These usage factors are consistent with the existing Wolverine project and completed planning studies for Hidden Canyon. Planning Areas 9 and 10 will remain open space. Tables 4-2 and 4-3 summarize the estimated BP Project indoor (potable) and outdoor (non-potable) water demands:

[5] NAIOP Research Foundation (2010). Logistics Trends and Specific Industries that Will Drive Warehouse and Distribution Growth and Demand for Space, L. Nicolas Ronderos, Director, Urban Development Programs Regional Plan Association, March

Table 4-2 - Planning Areas 1 and 2 - Beaumont Pointe General Commercial Water Demand Estimate

Planning Area	Land Use	Type [1] Quantity	units	Indoor Water Demand Factor [3]		Outdoor Water Demand Factor [4]		[5] Indoor Water Demand		[5] Outdoor Irrigation Demand [6]	
1	Restaurant	30,000	sf	1,000	gpd/ksf	670,000	gal/Ac/Yr	30,000	gpd		
	Entertainment	5.0	Ac[2]	1,500	gpd/Ac			7,438	gpd		
	Irrigation	3.9	Ac	-				-			
	Total Acres	26.0	Ac	-				-		7,159	gpd
2	Hotel	125	keys	100	gpd/key	670,000	gal/Ac/Yr	12,500	gpd		
	Irrigation	0.6	Ac	-				-			
	Total Acres	4.2	Ac	-				-		1,101	gpd
Total	-	**30.2**	**Acres**	**-**		**-**		**49,938**	**gpd**	**8,260**	**gpd**
	-										
Total								**55.9**	**AFY**	**9.3**	**AFY**

[1] Based on proposed site plan, Alt. 11; uses required 15% landscape irrigation.
[2] Total entertainment area = go-cart, rock climbing, trampoline park, bowling alley, and miniature golf = 216,000 sf = 4.96 acres.
[3] Based on typical water usage used by water agencies throughout southern California.
[4] Based on outdoor water demand factor used for Amazon Distribution Center.
[5] Represents demand on BCVWD potable (domestic) water sources until non-domestic water becomes available.
[6] Represents demand that could be served by non-domestic water sources.

Table 4-3 - Planning Areas 3 thru 8 - Beaumont Pointe Industrial Water Demand Estimate

Planning Area	Land Use	[1] Warehouse /Office Bldg Area	Employee count [2]	Project Site Acreage [1] total	Bldg	Irrig.	Indoor Water Demand Factor [2]		Outdoor Water Demand Factor [3]		[4] Indoor Water Demand		[4] Outdoor Irrigation Demand [5]	
3	Self-Storage	25,000	17	1.8	1.5	0.3	15	gpd/emp	670,000	gal/Ac/Yr	260	gpd	496	gpd
	office	1,000												
4	Ware-house	1,369,880	920	67.3	57.2	10.1	15	gpd/emp	670,000	gal/Ac/Yr	13,799	gpd	18,531	gpd
	office	10,000												
5	Ware-house	984,340	663	52.2	44.4	7.8	15	gpd/emp	670,000	gal/Ac/Yr	9,943	gpd	14,373	gpd
	office	10,000												
6	Ware-house	669,400	450	33.6	28.6	5.0	15	gpd/emp	670,000	gal/Ac/Yr	6,754	gpd	9,252	gpd
	office	6,000												
7	Ware-house	583,240	393	30.2	25.7	4.5	15	gpd/emp	670,000	gal/Ac/Yr	5,892	gpd	8,315	gpd
	office	6,000												
8	Ware-house	1,284,800	863	61.1	51.9	9.2	15	gpd/emp	670,000	AF/Ac/Yr	12,948	gpd	16,823	gpd
	office	10,000												
Total	**Ware-house**	**4,916,660**	**3,306**	**246.2**	**209.3**	**36.9**	**15**	**gpd/emp**	**670,000**	**AF/Ac/Yr**	**49,597**	**gpd**	**67,789**	**gpd**
	office	**43,000**												
Total		**4,959,660**									**55.6**	**AFY**	**75.9**	**AFY**

[1] Based on approved site plan and tabulation of proposed land uses, and landscape area required at 15% of total.
[2] 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.
[3] Based on outdoor water demand factor used for Amazon Distribution Center.
[4] Represents demand on BCVWD potable (domestic) water sources until non-domestic water becomes available.
[5] Represents demand that could be served by non-domestic water sources.

Table 4-2 and 4-3 calculate to a total estimated water demand at BP buildout of 175,584 gpd, or 197 AFY. Based on BCVWD equivalent dwelling unit usage of 0.546 AFY per equivalent dwelling unit, this equates to 360 EDUs. Of the total water demand, candidate non-potable water demand for outdoor irrigation is estimated to be 85.2 AFY, or approximately 43 percent of the total demands of the Project.

5. BCVWD WATER SYSTEM

BCVWD owns and operates the water system which would serve the Beaumont Pointe development project. BCVWD was first formed in April 1919, to provide domestic and irrigation water to the developing community of Beaumont and the surrounding area. BCVWD was originally named the Beaumont Irrigation District. In 1973, the name was changed to the Beaumont-Cherry Valley Water District. Sometime after that the hyphen was dropped from the name. However, even though the name has changed, the BCVWD's authority comes from the Irrigation District Law of the State of California.

BCVWD owns approximately 1,524 acres of watershed land north of Cherry Valley along the Little San Gorgonio Creek (also known as Edgar Canyon) and Noble Creek. There are two stream diversion locations within Little San Gorgonio Creek that are in the Department of Water Resources, Division of Water Rights, database. The diversions have pre-1914 recorded water rights amounting to 3,000 miners inch hours (MIH) or approximately 45,000 acre-feet per year (AFY) of right for diversion of water for domestic and irrigation uses. However, BCVWD has never had a demand that requires such large quantities of water supply; and the watersheds may not be capable of supplying such quantities during an average year. The creeks/canyons have been used for water development via diversions for irrigation and domestic service since the latter part of the 1800s. Currently, BCVWD diverts water from Little San Gorgonio Canyon Creek into a series of ponds adjacent to the creek where it percolates and recharges the shallow aquifers in the Canyon. BCVWD's wells located in Edgar Canyon provide a significant portion of BCVWD's water supply.

Figure 3 shows BCVWD's present Service Boundary and Sphere of Influence (SOI). BCVWD's present service area covers approximately 28 square miles, virtually all of which is in Riverside County and includes the City of Beaumont and the community of Cherry Valley. BCVWD-owned watershed land extends across Riverside County line into San Bernardino County where BCVWD operates a number of wells and several reservoirs.

BCVWD's SOI, or ultimate service planning area, encompasses an area of approximately 37.5 square miles (14.3 sq. mi. are in the City of Beaumont). This SOI was established by the Riverside and San Bernardino County Local Agency Formation Commissions (LAFCOs). SOIs are established as a planning tool and help establish agency boundaries and avoid problems in service, unnecessary duplication of costs, and inefficiencies associated with overlapping service.

BCVWD's SOI is bounded on the west and north by the Yucaipa Valley Water District (YVWD) and on the east by the City of Banning. The northerly boundary of Eastern Municipal Water District (EMWD) is one mile south of the BCVWD's southerly SOI boundary. The area between EMWD and the BCVWD's SOI is not within any SOI and could be annexed to either BCVWD or EMWD. BCVWD's SOI in Little San Gorgonio Canyon follows Oak Glen Road. The area west of Oak Glen

Road is within YVWD's SOI, and the area east of Oak Glen Road is within BCVWD's SOI.

The service area ranges in elevation from 2,300 feet above mean sea level in Fairway Canyon area of Beaumont on the southwestern boundary, to 2,900 feet in Cherry Valley, and to over 4,000 feet in the upper reaches of the SOI.

The area serves primarily as a "bedroom" community for the Riverside/San Bernardino Area and the communities east of Los Angeles County along the I-10 corridor.

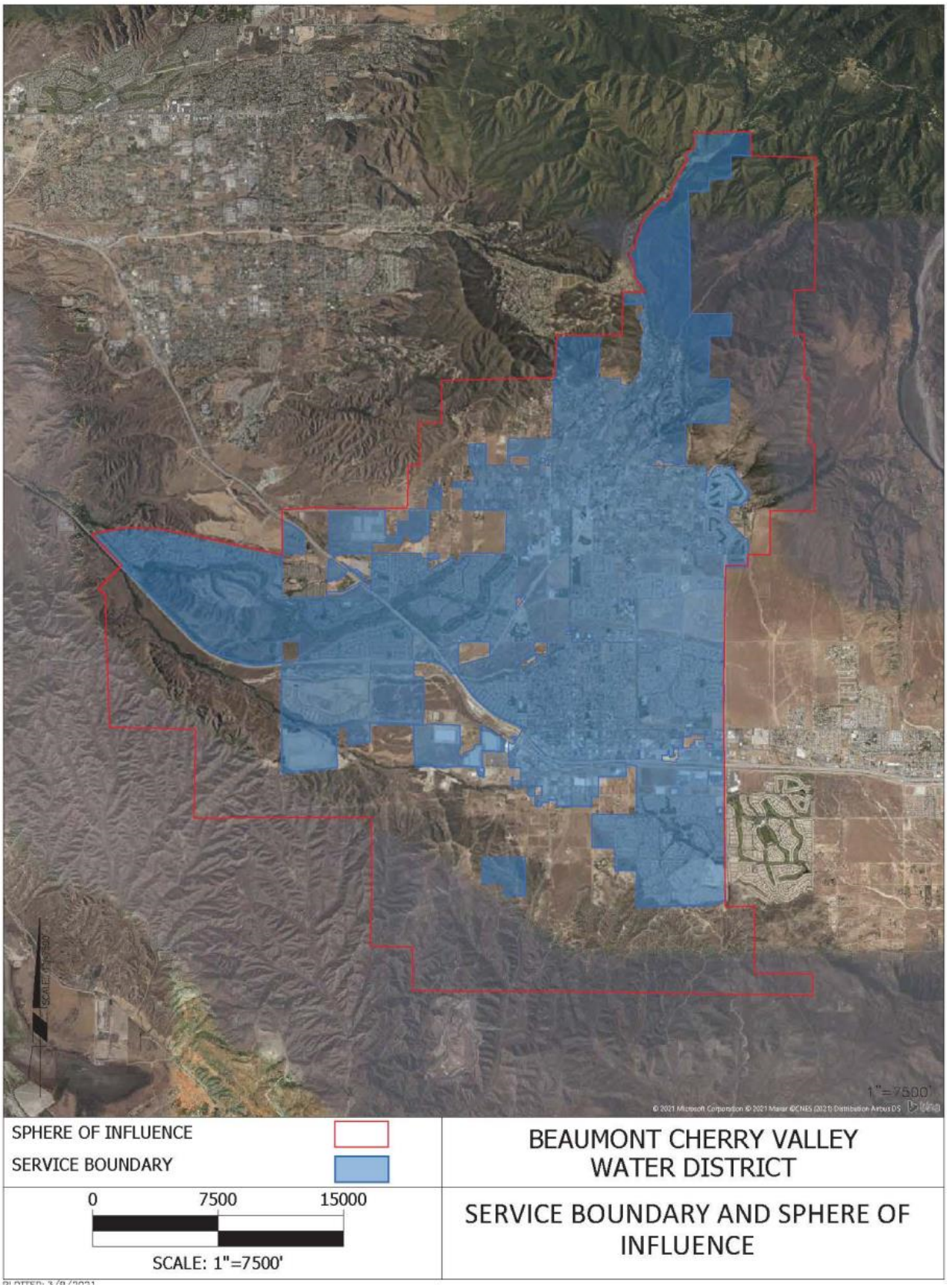

Figure 3 – BCVWD Boundary and Sphere of Influence

5.1 Overview of BCVWD's Water System and Operation

BCVWD owns and operates both a potable and a non-potable water distribution system. BCVWD provides potable water and scheduled irrigation water to users through the potable water system. BCVWD provides non-potable water for landscape irrigation of parks, playgrounds, school yards, street medians and common areas through its non-potable (recycled) water system.

Table 5-1 presents BCVWD 2019 potable and non-potable water connections and pumping amounts. The number of connections was 5,600 in year 2000, before the housing boom that encompassed Western Riverside County and particularly Beaumont.

Table 5-1 - BCVWD Potable and Non-potable Water Connections and Deliveries 2019

	Potable Water	Non-potable Water (Landscape)	Total
Number of Connections	19,339[(a)]	309	19,648
Water Pumped, AFY	11,447 [(b)]	1,547	12,994
Average Annual, mgd	10.2	1.4	11.6
Maximum Day, mgd	19.2[(c)]	4.3	NA

a) 45 of these connections are agricultural water connections on potable water system.
b) 260 AF was transferred into Non-potable System for make-up.
c) Historic maximum day demand was 22.1 mgd in 2009.

5.2 Potable Water System

BCVWD's potable water system is supplied by wells in Little San Gorgonio Creek (Edgar Canyon) and the Beaumont Groundwater Basin (sometimes called the Beaumont Storage Unit or the Beaumont Management Zone). BCVWD has a total of 24 wells; 1 well is a standby. Only 20 of the wells are used to any great extent. Twelve of the wells have auxiliary engine drives, a portable generator connection, or an in-place standby generator. BCVWD has three portable generators capable of operating 50, 350 and 500 horsepower (HP) motors. The Beaumont Groundwater Basin is adjudicated and managed by the Beaumont Basin Watermaster[6]. BCVWD augments its groundwater supply with imported State Project Water (SPW) from the SGPWA which is recharged at BCVWD's recharge facility at the intersection of Brookside Avenue and Beaumont Avenue. Overall, the water quality from BCVWD's wells is excellent. Total Dissolved Solids (TDS) is usually below 250 mg/L. Nitrates are only a sporadic problem in a few wells at present. BCVWD continues to monitor these wells per State Water Resources Control Board, (SWRCB) Division of Drinking Water (CDDW) requirements. No wells have had to be taken out of service because of water quality concerns.

[6] San Timoteo Watershed Management Authority vs. City of Banning et al, Superior Court of the State of California, for the County of Riverside, Riverside Court, Stipulation for Entry of Judgement Adjudicating Groundwater Rights in the Beaumont Basin, RIC 389197, February 4, 2004.

Wells in Edgar Canyon have limited yield, particularly in dry years, and take water from shallow alluvial and bedrock aquifers; wells in the Beaumont Basin are large capacity and pump from deep aquifers – some as deep as 1,500 feet below the ground surface. The Edgar Canyon wells are very inexpensive to operate and are the preferred source; however, those wells are not able to meet the average day demand and need to be supplemented with the Beaumont Basin wells. The Edgar Canyon wells pump to a gravity transmission main that extends the full length of the BCVWD-owned properties in Edgar Canyon. The transmission main connects to the distribution system in Cherry Valley. Water from the Edgar Canyon Wells, which is not used in the developed areas adjacent to Edgar Canyon or Cherry Valley, can be released to lower pressure zones, if needed.

During 2019, the Edgar Canyon Wells provided about 10.5 percent of BCVWD's total annual potable water supply; the rest is pumped from wells in the Beaumont Basin. BCVWD's total well capacity (Edgar Canyon and Beaumont Basin) is about 33 million gallons per day (mgd). BCVWD is easily able to meet the maximum day demand (historic maximum about 22 mgd) with the largest well out of service. Wells with auxiliary power can supply up to 21.4 mgd.

Because of the range of topographic elevations in the BCVWD's service area, 11 pressure zones are needed to provide reasonable operating pressures for customers.

BCVWD has 14 reservoirs ranging in size from 0.5 million gallons (MG) to 5 MG. Total storage is approximately 22 MG, slightly more than two (2) average days or one (1) maximum day. The reservoirs provide gravity supply to its respective pressure zones. BCVWD's system is constructed such that higher zone reservoirs can supply water on an emergency basis to lower zone reservoirs. Booster pumps in the system pump water from lower pressure zones to higher pressure zones. This provides flexibility in system operations. Sufficient reservoir redundancy exists permitting reservoirs to be taken out of service for maintenance.

The backbone transmission system in the main pressure zones is primarily 24-inch diameter though there are some 30-inch diameter pipelines leading to some reservoirs. The bulk of the backbone transmission and distribution pipe is ductile iron with cement mortar lining, that was installed in the last 10 to 15 years. A number of small, older, distribution lines in the system are gradually being replaced over time with minimum 8-inch diameter ductile iron pipe. The system is capable of providing over 4,000 gpm fire flow in the industrial/commercial areas of the service area.

5.3 Imported Water and Recharge Facilities

BCVWD imported and storm water recharge facility consists of a 78-acre site on the east side of Beaumont Avenue, between Brookside Avenue and Cherry Valley Boulevard, where imported water is currently recharged. The recharge project site was selected after extensive hydrogeologic studies and pilot testing over a multi-year period. Phase 1 of the recharge facility, located on the westerly half of the site, went on-line in late summer 2006. Phase 2 of the recharge facility was completed in 2014. To date, only imported water has been recharged at the site. Since its operation in 2006 through the end of 2018, 84,242 acre-feet (27.4 billion gallons) of imported water have been recharged. The capacity of the recharge site is conservatively estimated at 25,000 to 30,000 AFY, based on short term studies. With more aggressive

maintenance, the capacity may be as much as 35,000 AFY.

BCVWD and Riverside County Flood and Water Conservation District (RCFWCD) are jointly in design of Beaumont MDP-Line16, a large diameter storm drain in Grand Avenue, which drains a watershed area of 505 acres to BCVWD's recharge site. This project is planned to be operational by 2022. BCVWD also envisions recharging recycled water, not needed for irrigation, at the recharge site in the future, with appropriate treatment and permits.

The SGPWA imports State Project Water (SPW) through the East Branch Extension (EBX) of the California State Water Project (Governor Edmund G. Brown California Aqueduct). EBX Phase I was completed in 2003; EBX Phase II was completed in 2018. The completion of EBX Phase II improvements brings SGPWA's imported water delivery capacity to the Pass Area to 48 cubic feet per second (cfs) or 34,750 AFY if it was operational all year continuously.

BCVWD takes water from a 20-inch diameter turnout and metering station at the current end of the EBX at Orchard Avenue and Noble Creek in Cherry Valley. Design of an expansion of the turnout was recently completed and began the increased capacity recharge in 2019. Water from the turnout is metered by the Department of Water Resources (DWR) and then enters a 3,500-ft long, 24-inch diameter gravity pipeline, constructed by BCVWD, which conveys the water to BCVWD's groundwater recharge site.

The 24-inch diameter pipeline was constructed in 2006 and at 34 cfs would have a velocity of 10.8 feet per second – a reasonable velocity for a mortar-lined pipeline. If operated eleven months out of the year at that rate, the pipeline could convey 22,500 acre-feet per year. Higher velocities could be tolerated for short periods which would result in increased short-term delivery capacity.

5.4 Non-potable (Recycled) Water System

As of 2018, BCVWD has over 44 miles of non-potable water transmission and distribution system in place. The backbone transmission system forms a loop around the City of Beaumont and is comprised of primarily 24-in diameter cement mortar lined, ductile iron pipe, all installed after year 2000. The system includes a two (2) million-gallon recycled (non-potable) water reservoir which provides gravity storage for the system. As shown in Table 5-1, at the end of year 2019 approximately 309 connections delivered 1,547 AFY of non-potable water. The BCVWD system includes three major non-potable water pressure zones (2800 Zone, 2600 Zone and 2520 Zone) with plans to expand service to areas requiring two additional pressure zones (3040 Zone, 2370 Zone).

The 2 MG non-potable reservoir, (2800 Zone Non-potable Water Tank) constructed at the BCVWD Groundwater Recharge Site can directly receive potable water or untreated SPW through air-gap connections. The reservoir and non-potable water system can serve a blend of recycled water, imported, untreated SPW, and potable water.

The 2800 Non-potable Water Zone is currently separated from the 2600 and lower pressure zones. The 2800 Non-potable Water Zone is supplied with water from Well 26, supplemented with potable groundwater via air-gap at the 2800 Zone Non-potable water reservoir. The 2600 and lower non-potable water pressure zones can also be supplied with potable water through air-

gapped interconnections between the potable and non-potable water system. BCVWD has a capital project approved to provide fine screening to the SPW prior to entering the 2800 Zone Non-potable Water Reservoir. This project will be implemented when demands increase and/or the non-potable water system is tested and approved for recycled water use.

BCVWD is working with the City of Beaumont to secure recycled water for use in the non-potable water system. The City is currently constructing an expansion and upgrade to its existing wastewater treatment facility, which involves installing new membrane bioreactor (MBR) treatment units and additional reverse osmosis membrane treatment. Upon completion, the facility will have a capacity to deliver six (6) million gallons per day (mgd). A brine line from the treatment plant to the Inland Empire Brine Line (IEBL) in San Bernardino is also under construction. A memorandum of understanding (MOU) between BCVWD and the City for recycled water purchase and use was signed in July 2019 and the City and BCVWD are in the process of finalizing and agreement for purchase of recycled water through an ad-hoc committee of City Council members and BCVWD Board Members.

In order to have the ability to use recycled water for recharging when supply exceeds landscape irrigation demand, BCVWD plans to obtain recharge permits. Recycled water for this beneficial reuse could be supplied to BCVWD's groundwater recharge or other area facility. Recycled water use and recharge is permitted by the Adjudication.

6. UPDATED WATER DEMANDS IN SAN GORGONIO PASS AREA

In 2018, BCVWD developed a series of White Papers (White Papers No. 1 through 7) that evaluated water supply, water demands, current and future water supply costs, funding requirements and funding strategies considering both BCVWD's service area and the SGPWA as a whole. These White Papers were presented at BCVWD Board Meetings and elsewhere. The purpose of the White Papers was to assess the water supply situation vis-à-vis the growth in demand. The results of this series of White Papers indicated that the regional imported water demands in BCVWD's 2015 UWMP and the SGPWA 2015 UWMP may be overstated, primarily because of over-aggressive growth in demand, and limited consideration of recent state-mandated conservation and indoor water use requirements.

6.1 Regional Water Supply and Demand Spreadsheet Models

BCVWD, in cooperation with the other major retailers, developed a Regional Water Demand Spreadsheet or Workbook which included a separate worksheet for each of the three major retailers in the SGPWA service area: BCVWD, City of Banning, and Yucaipa Valley Water District (YVWD)/City of Calimesa. The other water supply agencies, e.g., Cabazon Water District, High Valleys Water District, etc. that are not currently receiving imported water from SGPWA were also included, based on data in SGPWA's 2015 UWMP.

The spreadsheet model allows the water agency to input (and adjust):

- New EDU Water Demand, AFY/EDU
- Existing EDU Water Demand, AFY/EDU
- Infill EDUs/year
- Commercial & Institutional EDUs/yr, %Residential EDUs
- Commercial & Institutional EDUs, Minimum EDUs/yr
- Water Conservation, % Reduction on Existing Demands
- Water Conservation, % Reduction on New Demands
- 2017 Year Ending Potable Water Demand, AF
- Beaumont Basin Groundwater Storage Account Maximum, AF
- Beaumont Basin Groundwater Storage Account 2017 Ending Balance, AF

The demand worksheets included the major development projects in each of the retailer's service areas, based on data in specific plans, water supply assessments, regional water resource planning studies, and other sources. The spreadsheets allow the water supply agencies to input their own development rates, on a year by year basis, to adjust anticipated housing startups, build-out years for large developments, and the amount of in-fill development and commercial/institution development; adjust unit water demands for new and existing housing, and account for any anticipated conservation for new and existing demands, among other items. Each water supplier could adjust their imported water banking requirements and evaluate the impact of their strategies on their own Beaumont Basin storage accounts over time.

The spreadsheet provides a graph of the agency's annual groundwater storage account balance which is automatically updated with any input change. The purpose is to allow the agencies to model, on a year by year basis, various imported water purchase and banking strategies vis-à-vis available imported water from SGPWA. Adjustments can be made to water demands using conservation factors on new and existing (older) housing units; water supply sources can include groundwater, recharged recycled water (indirect potable reuse), and captured storm water. Beaumont Basin Watermaster's redistribution of unused overlier rights and forbearance water are included in the model.

The worksheets were reviewed by the retail water agency managers for reasonableness of growth taking into account the housing market and absorption capacity of the SGPWA service area. These spreadsheets, and their criteria are described in detail in White Paper No. 6, and summarized below:

Separate spreadsheet models have been developed for:

- BCVWD
- City of Banning, including Banning Heights Mutual Water Company, High Valleys Water District
- YVWD (Summerwind Ranch and Mesa Verde Area)
- All combined

6.1.1 City of Banning

Major development projects in the City of Banning which are included in the Regional Spreadsheet Model are shown in Table 6-1.

Table 6-1 - Major Development Projects in City of Banning

Project Name	Projected EDUs	Estimated Start-up Year	Build-out Years
Butterfield Ranch (Atwell)	4,862	2020	30
Rancho San Gorgonio	3,385	2019	17
Diversified Pacific	98	2021	5
St. Boniface	171	2023	10

The data in Table 6-1 is taken from the water supply spreadsheets; these and other projects have been delayed. As a result, the water supply spreadsheets most likely overestimate the near-term water demands.

Butterfield Ranch (Atwell by Pardee) was projected to start in 2015 and extend for 30 years to buildout in 2045 per the Project's Water Supply Assessment (WSA). The project recently started grading operations and currently is selling homes to be occupied in 2020. Butterfield Ranch proposes 4,862 EDUs, calculating to an average of 160 EDUs per year over the 30-year build-out period. Rancho San Gorgonio is planned for 3,385 EDUs and was initially projected to start in 2017 and be fully built out by 2034 (17 years) per the Project's WSA (about 200 EDUs per year average over the build-out period). This project has not yet started and probably will not start until 2022 or later.

The spreadsheet for Banning included two other projects:

- Diversified Pacific (98 EDUs)
- St. Boniface (171 EDUs)

The developers have not yet published construction schedules for these. The spreadsheet assumes 2021 and 2023 for starting, and build out of 5 and 10 years, respectively, which may overestimate District demands over the next few years.

In the development of the spreadsheet model for the City of Banning, the San Gorgonio Integrated Regional Water Management Plan (SGIRWMP), May 2, 2018 (Revised August 1, 2018) was analyzed in addition to the City's 2015 UWMP. The SGIRWMP covered the SGPWA service area generally east of Highland Springs Avenue. The SGIRWMP integrated three separate studies:

- Water Supply Reliability Study
- San Gorgonio Region Recycled Water Study
- San Gorgonio Integrated Watershed and Groundwater Model Technical Memorandum

The City of Banning has firm groundwater supplies from the Banning Storage Unit, Banning Bench Storage Unit, Cabazon Storage Unit, and Banning Canyon Storage Unit totaling 9,675 AFY[7] .

In addition, in accordance with the Adjudication, the City of Banning is entitled to 31.43% of the unused overlier pumping rights in the Beaumont Storage Unit. Watermaster developed estimates for years 2018 through 2022 and are included in the spreadsheet. The amount of unused pumping rights varies from year to year, depending on hydrologic conditions and other factors, and is evaluated by Watermaster annually. The 2018 Annual Watermaster Report indicates that Banning's reallocated unused overlier pumping amount for 2021 is 1,497 AFY, slightly more than that reported in the City's 2015 UWMP. As some of the overlying parties develop their properties, the overlier rights will be used by the potable water and recycled water supplying agency and will no longer be available for reallocation. As a result, the total amount subject to reallocation will decrease over time. BCVWD made an estimate of the unused overlier pumping rights under a "developed" or "build-out" condition and estimated the total unused overlier amount would be 1,800 AFY under full buildout. The City of Banning's share (31.43%) would be 560 AFY (rounded) at buildout. The spreadsheet allows for the gradual reduction of the unused overlier pumping rights over time. It is projected by BCVWD to decrease to 560 AFY by 2030 or so as the overlying properties develop.

The City of Banning has 52,320 AF banked in their Beaumont Basin Storage account at the end of 2018 per Watermaster. For the period 2008 through 2017, the City of Banning has recharged an average of 1,294 AFY of SPW in BCVWD's recharge facility. The City can store up to 80,000 AF.

Table 6-2 presents a summary on the Supply-Demand Spreadsheet Model for the City of Banning. The year 2040 data was projected from previous years since the model currently only extends to 2035.

Table 6-2 was based on the following criteria:

- 2017 Ending Potable Water Demand: 7,500 AFY
- New EDU water demand: 0.52 AFY/EDU
- Existing EDU water demand: 0.62 AFY/EDU
- No demand reduction due to conservation on either existing or new EDUs

This was reviewed by the City of Banning. Table 6-2 indicates that the City of Banning has adequate local supply until 2035. Note that Banning's Beaumont Basin Groundwater Storage Account is full in 2030 (Per the spreadsheet model it actually fills in 2027). This indicates that the City of Banning has minimal imported water needs from SGPWA until 2040.

[7] Table 5-4 in Banning 2015 UWMP.

Table 6-2 - Summary of Spreadsheet Supply-Demand Model for City of Banning

Demand or Supply	Year				
	2020	2025	2030	2035	2040
Total New EDUs/year	218	388	706	220	220
Potable Water Demand, AFY	7,678	8,406	9,902	10,832	11,400
Banning/Cabazon Groundwater, AFY	9,675	9,675	9,675	9,675	9,675
Beaumont Reallocated Overlier Rights, AFY	1,450	1,100	600	560	560
Total Local Supply, AFY	11,125	10,775	10,275	10,235	10,235
Surplus/(Deficiency)	3,447	2,369	373	-597	-1,165
Imported Water, AFY					1,000
Groundwater Storage Account, AF	63,100	77,573	80,000	78,415	76,510

6.1.2 YVWD/City of Calimesa

Major development projects in the YVWD service area within SGPWA (principally the City of Calimesa) which are included in the Regional Spreadsheet Model are shown in Table 6-3.

Table 6-3 - Major Development Projects in YVWD in SGPWA (City of Calimesa)

Project Name	Projected EDUs	Estimated Start-up Year	Build-out Years
Summerwind Ranch	3,841	2019	20
Mesa Verde	3,650	2022	20
JP Ranch (a)	500	2025	10

(a) Per discussions with BCVWD.

To develop the spreadsheet for YVWD, several references were reviewed for YVWD's water supply and projected demands within their service area lying within the SGPWA boundaries:

- 2015 SGPWA UWMP
- 2015 San Bernardino Valley Regional UWMP
- Mesa Verde Water Supply Assessment (WSA) – Draft August 11, 2017
- YVWD Strategic Plan for Sustainable Future (Adopted August 20, 2008)

The EDUs for Summerwind Ranch and Mesa Verde were taken from the Specific Plans for these projects. First move-ins are scheduled to occur by 2019. Mesa Verde is estimated to start in 2022. An estimated 20-year build-out time for Summerwind Ranch and Mesa Verde was assumed, resulting in an average of 192 and 183 EDUs per year, respectively. Per YVWD, future phases of JP Ranch will likely not start until 2025 with a 10-year build-out period (about 50 EDUs

per year). It should be noted there will be additional EDUs associated with the developments for related commercial and retail developments, schools, parks, restaurants, etc.

Water supply sources for these projects are:

- Reallocated unused overlier pumping rights in the Beaumont Basin
- Oak Valley Partners' earmarked transfer right
- Banked groundwater from storage
- Imported Water from SGPWA
- Treated potable water from the YVWD's Regional Water Treatment Plant

In accordance with the Adjudication, YVWD's share (13.58%) of the reallocated unused overlier pumping right was determined by Watermaster for 2018 through 2022 and reported in the 2018 Watermaster annual report. To project the amount available under more long-term conditions, BCVWD made an evaluation of a fully developed condition of the developable overlier parcels as shown on the worksheet in the spreadsheet. BCVWD believes the total unused overlier right at build-out will be about 1,800 AFY; YVWD's share will be about 240 AFY (rounded).

Both Mesa Verde and Summerwind Ranch are part of the original Oak Valley Development that started with the Landmark Land Company of California in the 1980s. The original Landmark Project was a master planned golf/recreational development. Oak Valley Partners (OVP) took over the project and were involved in the Beaumont Basin Adjudication. OVP has overlying groundwater rights in the Beaumont Basin [originally 1,806 AFY but reduced to 1,398.9 AFY, (round to 1,399 AFY), after the safe yield was reduced in 2014]. These overlier groundwater rights will be transferred to YVWD to serve the Summerwind Ranch development only per YVWD.

YVWD uses 700 gal/day/EDU (0.78 AFY/EDU) for total water demand for existing EDUs; but requires all new development to be dual-plumbed and requires the use of recycled water outside. Potable water demands are estimated by YVWD to be 40% of the total water demand, i.e. 280 gal/day/EDU (0.37 AFY/EDU) with the remainder, i.e., 420 gal/day/EDU to be recycled water. It is BCVWD's opinion that the Adjudication requires OVP to forebear the pumping of their 1,399 AFY overlier pumping right, on an acre-ft by acre-ft basis, for both potable and recycled water.

YVWD has groundwater banked in the Beaumont Basin; at the end of 2018, per Watermaster, the amount in storage was 16,633 AF. YVWD has a 50,000 AF storage account.

The Mesa Verde WSA indicates 1,200 AFY is proposed to be recharged (banked) by YVWD from 2020 through 2040. YVWD developed a strategic plan entitled *The Integration and Preservation of Resources for a Sustainable Future* (adopted August 2008) which identified a groundwater banking program for future reliability for droughts and disruption in the SPW supply. The Plan indicates a Board policy of banking 15 percent of the total water supply used by the YVWD's customers. Data was not available to confirm the 1,200 AFY in Table 6-4, but 1,200 AFY is used in the spreadsheet model.

Table 6-4 - YVWD - SGPWA Imported Water Demands

Agency	2015	2020	2025	2030	2035	2040
Drinking Water Demands: Yucaipa Valley Water Filtration Facility	454	609	767	962	1,191	1,444
Conjunctive Use Demands - Local Water Banking	0	1,200	1,200	1,200	1,200	1,200
New Development Long-Term Supply - Sustainability Program	0	2,504	3,040	3,596	4,344	3,407
Purchase from SGPWA	**454**	**4,313**	**5,007**	**5,758**	**6,735**	**6,051**

Source: Mesa Verde Project WSA Draft August 11, 2017, page 25

The total of the drinking water demands for the Water Filtration Facility plus the Conjunctive Use Demands match with the projected imported water demands in the SGPWA 2015 UWMP as shown in Table 3-1.

Table 6-4 also identifies “New Development Long-Term Supply - Sustainability Program” which relates to YVWD’s Strategic Plan for a Sustainable Future. YVWD requires all new developments to provide funding to secure 7.0 AF of supplemental imported water per EDU. This amount of water is sufficient to meet the drinking water demands generated by each new EDU for a period of 20 years. YVWD also offers a Crystal Status Development Program whereby the developer provides funding for 15.68 AF of supplemental imported water per EDU which is sufficient to meet the potable and non-potable (recycled) water demands of the new EDU for 20 years. The difference between the two programs is that under the standard (7.0 AF/EDU) program, development will be restricted, (i.e., no grading or building permits will be issued), when a Stage 2 water shortage is declared (10% cutback). However, Crystal Status Development can continue through a Stage 4 Shortage (35% cutback). The 7.0 AF/EDU will not need to be replenished for 20 years. For this spreadsheet, the Standard 7.0 AF/EDU imported water purchase and storage is used, since it is difficult to determine how many new developments will purchase Crystal status. This is conservative.

The spreadsheet assumes that 7.0 AF/EDU will be applied to all new developments (Mesa Verde and JP Ranch) in YVWD, except for Summerwind Ranch, which has overlier pumping rights available to meet its projected demands.

Table 6-5 presents a summary on the Supply-Demand Spreadsheet Model for YVWD in the SGPWA service area, i.e., principally the City of Calimesa. Year 2040 data was projected from previous years since the model currently only extends to 2035.

Table 6-5 was based on the following criteria:

- 2017 Ending Potable Water Demand: 500 AFY
- New EDU water demand: 0.37 AFY/EDU
- Existing EDU water demand: 0.78 AFY/EDU
- Water demand reduction from conservation on new EDUs: 10%
- Water demand reduction from conservation on existing EDUs: none

Table 6-5 indicates that YVWD, in SGPWA service area has sufficient local supply to meet demands until 2025, at which time imported water will be needed unless YVWD plans on withdrawing water from their storage account. The YVWD Beaumont Basin Groundwater Storage Account is full in 2030 primarily because of the "Sustainability Water" which is banked.

Table 6-5 - Summary of Spreadsheet Supply-Demand Model for YVWD (City of Calimesa)

Demand or Supply	Year					
	2018	2020	2025	2030	2035	2040
Total New EDUs/year		83	464	551	551	500
Potable Water Demand, AFY	503	544	1,065	2,054	3,058	4,062
Oak Valley Partners Earmark Transfer, AFY	3	50	586	1,399	1,399	1,399
Beaumont Reallocated Overlier Rights, AFY	864	627	400	240	240	240
Total Local Supply, AFY	867	677	986	1,639	1,639	1,639
Surplus/(Deficiency)	364	133	(79)	(415)	(1,419)	(2,423)
Imported Water for Regional Filtration Facility, AFY (a)	500	609	767	962	1,191	1,444
Imported Water for Banking, AFY (a)		1,200	1,200	1,200	1,200	1,200
Imported Water for Sustainability, AFY	49	51	1,655	2,260	2,260	2,260
Total Imported Water, AFY	549	1,860	3,622	4,422	4,651	4,904
To (From) Storage, AFY	913	1,993	3,542	4,007	3,232	2,481
Groundwater Storage Account, AF	16,689	19,397	32,825	50,000	50,000	50,000

(a) Source: YVWD's Mesa Verde WSA, pg. 25, SGPWA SPW or equivalent used at Filtration Plant

6.1.3 BCVWD

6.1.3.1 City of Beaumont Development

Major development projects in the BCVWD service area, which are included in the Regional Spreadsheet Model, are shown in Table 6-6. The projected EDUs planned or yet to be built are estimated and may vary slightly from City of Beaumont Project Status Report estimates.

Table 6-6 - Major BCVWD Development Projects in Planning or Construction Stages

Project Name	Projected EDUs (Planned or Yet to be Built)	Estimated Start-up Year	Build-out Years
Tournament Hills Ph 4	281	2020	4
Sundance[(a)]	1,262	2018	5
Fairway Canyon[(a)]	1,810	2019	20
Heartland Olivewood[(a)]	1,081	2018	20
Four Seasons[(a)]	203	2018	3
Kirkwood Ranch	391	2022	12
Potrero Creek Estates	700	2025	10
Noble Creek Meadows	648	2021	15
Hidden Canyon Industrial[(a)]	82	2019	5
Sunny Cal Egg Ranch	529	2019	10
Beaumont Pointe (current proposed)	360	2022	2
The Preserve/Legacy Highlands	3,218	2025	25
Taurek	244	2022	20
TR 32950 Manzanita	95	2022	10
Other Projects on City of Beaumont's Project Status List (10/18/2018)			
Sundance Corporate Center[(b)]	---	2018	2019
Rolling Hills Ranch Industrial Ph 2	---	2020	2021
Centerpointe Commercial[(b)]	---	2018	2019
San Gorgonio Village Ph 2[(a)]	---	2020	2021
Total EDUs	***10,904***		

(a) Under construction
(b) Recently completed

Prior "proposed" projects equivalent dwelling units within the BCVWD service area were estimated at 12,544 (Legacy Highlands WSA, June 2020). The BP Project site was previously planned with a land use density of 2,000 equivalent dwelling units (EDUs). The new BP land use plan estimates a significantly reduced density of 360 EDUs, representing a reduced site density by 82 percent. The update presented in Table 6-6, as calculated in Section 4.2, is updated with this lower density for BP contributing to total EDU count of 10,904, and a reduction by 1,640 EDUs. Figure 4 shows the number of single-family home building permits issued in the City of Beaumont since year 2002. (Year 2018 was estimated based on data through September 2018.) Although not shown in the figure, the permit applications started to increase in 1999- 2000 and reached their peak in 2005 with 2,300 new home permits issued for that year. The number of

permits for new homes declined to a low of 169 in 2011. Over the last 10 years, permits averaged 396 per year, and 508 over the last 5 years. The 16-year average was 747 per year. Future growth will likely be in the range of 450 to 650 permits per year, although some developers have projected slightly higher amounts in their build-out forecasts.

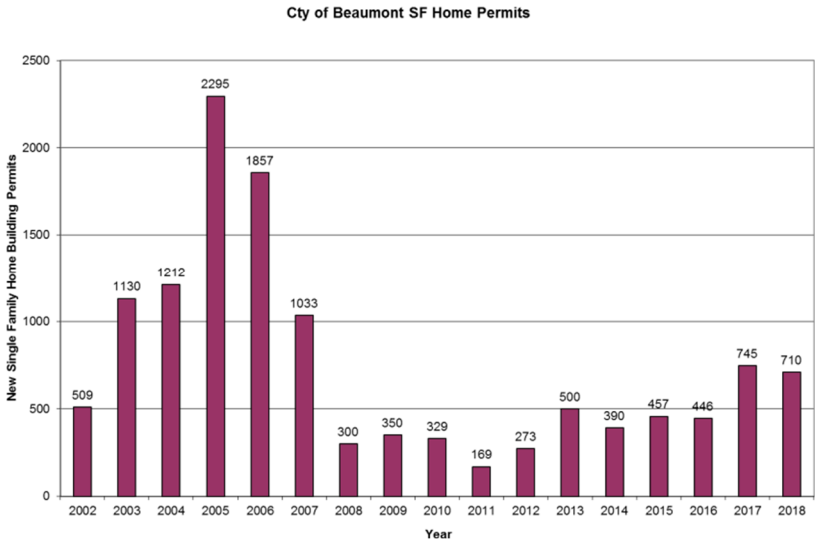

Figure 4
City of Beaumont Single Family Home Permits

6.1.3.2 Cherry Valley Growth and Development

The ultimate build-out population for that portion of Cherry Valley served by BCVWD, based on the Pass Area Land Use Plan[8,9] densities, was estimated to add a population of approximately 21,700, or about 7,750 EDUs. This was BCVWD's estimate in 2009 using GIS land use data from Riverside County and typical development densities for the various land uses in the General Plan. This estimate included a population growth of 6,736 in the City of Calimesa. BCVWD will not be serving the City of Calimesa as this is within YVWD's service area. Cherry Valley population is being reviewed as part of the 2020 UWMP update work in conjunction with the City of Beaumont's General Plan Update (2020). As a result, the increased population estimate to be served by BCVWD may be overestimated. BCVWD now believes it to be closer to 15,000 people at build-out, or about 5,350 EDUs. The build-out population is based on an increase from the current 2.43 persons per EDU to 2.8 persons per EDU projected at build-out.

The housing unit count within Cherry Valley was 2,874 in 2010 per the census data, but 26.6 percent of those are mobile homes. Adjusting for the reduced water use in mobile homes, the 2,874 housing units are equivalent to about 2,485 EDUs. The Sunny Cal Egg Ranch Development (529 EDUs from Table 6-6), is included with the City of Beaumont's development projects, but is actually within the current Cherry Valley census area. The Sunny Cal EDUs would have been included in the projected 2,865 EDU increase for Cherry Valley, (5,350 EDUs – 2,485 EDUs). To avoid "double counting EDUs," the Sunny Cal Egg Ranch EDUs were deducted from the 2,865 EDUs, resulting in a net projected 2,336 EDU increase for Cherry Valley to build-out.

[8] Pass Area Land Use Plan, October 7, 2003, Part of Riverside County General Plan.
[9] The Pass Area Plan, County of Riverside General Plan Amendment 960, Draft March 2014.

The buildout population and EDUs will be revised in future updates of the BCVWD Potable Water Master Plan and UWMP.

BCVWD believes Cherry Valley will be growing at a low rate keeping with its character of residential rural community, which is estimated to be less than 10 EDUs/year until the City of Beaumont's currently planned projects are developed. Once the City of Beaumont has developed, Cherry Valley will begin to be developed at a gradually increasing rate, perhaps increasing to 30 to 50 EDUs/year, but this is not expected to occur until after 2040.

6.1.3.3 Supply Demand Model for BCVWD

Table 6-7 presents a summary of the spreadsheet model for BCVWD's demand which was based on the following criteria:

- 2019 Ending Potable and Non-potable Water Demand: 13,337 AFY
- New EDU water demand: 0.546 AFY/EDU
- Existing EDU water demand: 0.62 AFY/EDU
- Water demand reduction from conservation on new EDUs: 5%
- Water demand reduction from conservation on existing EDUs: 5%

Table 6-7 - Summary of Spreadsheet Supply-Demand Model for BCVWD[12]

Demand or Supply	Year						
	2019	2020	2022	2025	2030	2035	2040
Total New EDUs/year	381	580	940 [1]	460	502 [1]	378 [1]	207 [1]
Potable and Non-potable Water Demand, AFY	13,337 [2]	13,668	14,498 [3]	15,188 [4]	16,584 [5]	17,772 [6]	18,337 [13]
Edgar Canyon, AFY	1,700	2,100	2,100	2,100	2,100	2,100	2,100
Beaumont Reallocated Overlier Rights, AFY	1,905 [11]	1,962 [11]	1,826 [11]	1,200	760	760	760
Forbearance Water (Sunny Cal Egg Ranch), AFY	0	50	100 [7]	200	340	340	340
Recycled Water City of Beaumont, AFY	0	1,556	1,808 [8]	2,188	2,840	3,487	3,930
Stormwater Capture, AFY	0	0	0	250	250	250	250
Other Local Water Resource Projects, AFY	0	0	0	250	250	250	250
Total Local Supply, AFY	3,605	5,668	5,834	6,188	6,540	7,187	7,630
Surplus/(Deficiency), AFY	-9,732	-8,000	-8,664 [9]	-9,000	-10,044	-10,585	-10,707
Imported Water for Replenishment, AFY	9,732	8,000	8,664 [9]	9,000	10,044	10,585	10,707
Imported Water for Drought proofing, AFY	1,000	1,000	1,000 [9]	2,000	2,500	2,500	2,500
Total Imported Water, AFY	10,732	9,000	9,664 [9]	11,000	12,544	13,085	13,207
To (From) Storage, AFY	1,000	1,000	0	2,000	2,500	2,500	2,500
Groundwater Storage Account, AF	34,794 [10]	35,794	35,794	41,794	52,294	64,794	77,294

[1] Previous BCVWD planning identified Years 2020 - 2024 with 580 EDU/yr, and old JRT starting in 2030 at 80 EDU/yr for 25 years (Hidden Canyon WSA, Table 8). BP (JRT) update proposes 360 EDUs and buildout in 2022; therefore, 2022 EDUs/yr = 580 + 360 = 940. As such, EDUs/year for 2030, 2035 and 2040 decrease by 50 EDUs/yr, 80 EDUs/yr, and 90 EDUs/yr, respectively. NOTE - 360 EDUs is the Project's Total Potable and Non-Potable Demands

[2] Adjusted for Year 2019, which was 13,129 AFY for 2018 (Legacy Highlands WSA, Table 12); 381 EDU/yr*0.546AFY/EDU = 208 AFY.

[3] Year 2022 adds 2 years at Year 2020 EDU rate at 0.546AFY/EDU plus 197 AFY for BP (updated demand estimate) = 14,498 AFY.

[4] Accounts for 423 EDU's in 2023, 381 EDU's in 2024, and 460 EDU's in 2025. The Project's 197 AF demand is accounted for in the 2022 column.

[5] Accounts for 500 EDUs in 2026, 525 EDUs in 2027, 519 EDUs in 2028, 510 EDUs in 2029, and 502 EDUs in 2030. The District's previous projection accounted for 50 EDUs in the first of year of construction (2030) of the orginal (residential) BP Project. The current Project's 197 AF demand is accounted for in the 2022 column.

[6] Accounts for 474 EDUs in 2031, 467 EDUs in 2032, 456 EDUs in 2033, 402 EDUs in 2034, and 368 EDUs in 2035. The District's previous demand projection accounted for 80 EDUs/yr from 2031-2033, and 90 EDUs/yr in 2034 and 2035 for the original (residential) BP Project. The current Project's 197 AF demand is accounted for in the 2022 column.

[7] Assumes forbearance water credit for Sunny Cal Egg Ranch will be 100 AFY by Year 2022.

[8] Based on proportionate deliveries of recycled water from Year 2020 (1,556 AFY) to 2025 (2,188 AFY), or 126.4 AFY x 2 yrs increase.

[9] For conservative analysis, assumes no increase from Year 2020.

[10] Per Beaumont Basin Watermaster 2018 Annual Report, Section 3.5.

[11] Per Beaumont Basin Watermaster 2018 Annual Report, Table 3-7.

[12] Demand data presented in Table 6-7 represents the most reasonable and accurate demand projections to date. It should be noted that the District is currently analyzing current and future projected demands to be included in its 2020 Urban Water Management Plan Update, which will be submitted to the Department of Water Resources around July 2021. Demands presented herein may be subject to change at the discretion of the District. Demand values currently presented are considered to be conservative.

[13] Assumes uniform 207 EDU/yr increase from 2036-2040; The District's previous demand projections did not extend to 2040. This is considered to be conservative. It is assumed that the 90 EDU/yr trend would continue from 2036-2040 for the original (residential) JRT Project. The current Project's 197 AF demand is accounted for in the 2022 column.

BCVWD's source of supply consists of:

- **Edgar Canyon (Little San Gorgonio Creek) Groundwater** – The annual yield for Edgar Canyon is based on 37 years of pumping records. The average annual production for the period 1983 – 2019 was 2,094 AFY, which was rounded to 2,100 AFY in the spreadsheet. However, for 2018, the production was reduced to 1,700 AFY to account for the reduced production in some wells due to reduced pump efficiency. These pumps have been refurbished and will be refurbished on a regular basis.

- **Beaumont Basin**
    - **Reallocated Unused Overlier Pumping Rights** – Watermaster provided the amount of reallocated overlier rights in the 2018 Annual Report for each year up to 2023. BCVWD was allocated 1,905 AF in 2019 and 1,962 AF in 2020. Thereafter, BCVWD made an estimate based on production and development of the overlier's property. BCVWD estimated the long-term, fully developed, unused overlying party pumping rights would be about 1,800 AFY. BCVWD gets 42.51% of the unused overlier pool each year. At full development, BCVWD estimates its share is 760 AFY.
    - **Forbearance Water** is credited to a water supplier by Watermaster for any potable and/or recycled water provided to an overlier when the overlier's property develops. The overlier forbears pumping the equivalent amount of water supplied. BCVWD will supply the Sunny Cal Egg Ranch Development with both potable and recycled water. Sunny Cal Egg Ranch and associated partners are overlying parties and have pumping rights. BCVWD estimates that fully developed demand from recycled and potable water is about 340 AFY. The amount of forbearance water will increase over time from zero (0) AFY to 340 AFY as the project develops to anticipated buildout in 2030.
    - **Water from Groundwater Storage** – BCVWD has an 80,000 AF storage account in the Beaumont Basin. As of the end of 2018, there were 34,794 AF in storage per Watermaster's 2018 Annual Report. BCVWD's plan, which is shown in BCVWD's 2015 UWMP, envisions banking from 1,000 AFY to 2,500 AFY to drought proof BCVWD. This is accounted for in the spreadsheet each year. Should there be a year when the projected amount cannot be delivered by SGPWA, any deficiency will be made up in successive years when adequate supply is available. Table 6-7 shows that for average water supply conditions, banking is anticipated every year and no water will be withdrawn from storage.
- **Recycled Water from the City of Beaumont** – The City of Beaumont is required by Regional Water Quality Control Board (RWQCB) Order No. R8 -2015-0026 to have recycled water put to beneficial reuse by March 1, 2020. The City started construction of the new wastewater treatment plant, reverse osmosis desalting unit, and the required brine line from the wastewater treatment plant to the Inland Empire Brine Line (IEBL), in San Bernardino. The City has completed and has an approved Title 22 Engineering Report for the Treatment Facilities. The City and BCVWD signed a Memorandum of Understanding (MOU) in 2019 which began the process of an agreement for purchase of recycled water by BCVWD from the new treatment plant. BCVWD and the City are working jointly on defining the pumping and storage requirements at the treatment plant. The City will be the recycled water producer; BCVWD the distributor. BCVWD is in process of completing their Title 22 Engineering Report for the Distribution and Reuse Applications. BCVWD has developed draft rules and regulation for recycled water use and developed a cross-connection testing and control plan which has been approved by the SWRCB Division of Drinking Water. In the future, as more recycled water becomes available during the late fall, winter, and early spring, BCVWD and the City will develop

an advanced treatment facility and secure permits for groundwater recharge of the surplus effluent. BCVWD and City will discuss providing recycled water to the Oak Valley Greens and/or Tukwet Canyon Golf Courses in exchange for forbearance water which will increase BCVWD's potable water supply.
The BCVWD spreadsheet model is based on 0.25 AFY/EDU (225 gallons/day/EDU) connected to the City's wastewater system. The City is obligated to maintain a 1.8 mgd discharge to Cooper's Creek for habitat maintenance; the available recycled water accounts for this 1.8 mgd "loss." A capacity factor of 75 percent is applied to the available wastewater to account for brine discharge, recycled water used on the plant site for maintenance, and water contained in the biosolids, hauled off-site.

- **Storm Water Capture** – BCVWD and Riverside County Flood and Water Conservation District (RCFWCD) are jointly working on a Santa Ana Watershed Project Authority (SAWPA) Grant Project to design and construct Beaumont MDP-Line 16 storm water capture project, also known as the Grand Avenue Storm Drain in Cherry Valley. The project is partially funded under the Integrated Regional Water Management Implementation Grant Program under Proposition 84. A detailed analysis of the runoff potential was performed using 77 years of daily rainfall records from the Beaumont Rain Gage with the runoff determined for each storm using the Natural Resources Conservation Service (NRCS) curve number method. An estimated 200 to 230 AFY can be captured with MDP-Line 16 project. Other projects, in and around the BCVWD recharge facility, will capture excess flow in both Brookside Ave and Beaumont Ave to increase the annual capture (long term average) to 250 AFY.
- **Other Local Water Resource Projects** – BCVWD has several other local water resource projects which can be implemented including:
    - High nitrate groundwater at the mouth of Edgar Canyon. This groundwater can supplement the recycled water/non-potable water system flow in the summer, high demand months, making well water available for potable water use. BCVWD believes as much as 300 AFY can be captured and reused.
    - San Timoteo Canyon Extraction Wells to capture groundwater from the Beaumont Basin flowing into San Timoteo Canyon and also to capture City of Beaumont wastewater flow discharged to Cooper's Creek once the water has percolated and is no longer available for habitat maintenance. It is estimated that 400 to 800 AFY can be captured and put into the recycled water/non-potable water system to meet summertime demands.
    - For purposes of this WSA, 250 AFY are assumed to be available with the initial phases of these projects.
- **Imported Water from SGPWA** -- The amount of imported water which BCVWD is able to purchase and recharge is only the amount left over after YVWD, the City of Banning, and others have purchased the amount each needs to meet their demands and banking. The amount available from the SGPWA collectively is discussed later in this WSA. BCVWD has entered into an agreement, and participated financially, with the SGPWA for a share of the yield from the Sites Reservoir Project. This is discussed later in this WSA.

6.2 Summary of Member Agency Imported Water Demands on SGPWA

Table 6-8 presents a summary of the spreadsheet model demands for the City of Banning, YVWD/Calimesa, and BCVWD from Tables 6-2, 6-5, and 6-7 presented previously. The imported water demands include from 3,816 to 7,912 AFY for banking and drought proofing. Table 6-8 also includes a projected amount of imported water for member agencies in SGPWA that are not currently taking SPW. These amounts were taken from SGPWA's 2015 UWMP. BCVWD believes these amounts are conservative considering the growth rates in the SGPWA Area.

Table 6-8 - Regional Summary of Spreadsheet Supply-Demand Model for SGPWA

Demand or Supply	Year					
	2018	2020	2025	2030	2035	2040
Potable Water Demand, Banning YVWD/Calimesa, BCVWD (Potable and Non-potable), AFY	21,135	21,890	24,659	28,540	31,662	33,799
Local Supply, Banning YVWD/Calimesa, BCVWD, AFY	16,949	17,470	17,949	18,454	19,061	19,504
Imported Water Demand, incl. drought proofing, etc., AFY	10,272	10,860	14,622	16,966	17,736	19,111
Total Imported and Local Supply, AFY	27,221	28,330	32,571	35,420	36,797	38,615
Total to (from) Regional Groundwater Storage, AF	6,085	6,440	7,912	6,880	5,135	3,816
Regional Groundwater Storage, not incl. SGPWA, AF	106,118	117,791	150,592	179,494	189,309	198,804
SGPWA Imported Water Demands for those agencies not currently taking imported water, from SGPWA 2015 UWMP, AFY		500	1,600	2,800	3,900	5,000
Total Imported Water Demand, AFY	10,272	11,360	16,222	19,766	21,636	24,087
Total Imported Water Demand, without banking or drought proofing, AFY	9,223	9,109	11,367	13,806	15,676	17,151

7. SGPWA AVAILABLE IMPORTED WATER

At the present time the "firm" supplies of imported water available to SGPWA, or in the final stages of being finalized, by Year 2040 are:

- Table A
- Yuba Accord Water
- SBVMWD (agreement is in final stages of development)
- AVEK (Nickel Water)
- Ventura/Casitas Water Lease/Purchase
- Delta Conveyance Project (DCP)
- Sites Reservoir (Sites)
- Purchase of State Water Project Contractors Incremental DCP Reliability Benefits
- Purchase or Leasing of Metropolitan's DCP Phase 2 Water
- Other Sources Available through SWP

These are discussed in White Paper No. 6, and reiterated in Table 6-8:

7.1 State Water Project (SWP) Table A

SGPWA's contract with the Department of Water Resources (DWR) states a Table A amount of 17,300 AFY. Table A is the maximum amount of water the SGPWA can convey through the SWP facilities. This amount of water is not available consistently every year. In fall of each year, DWR provides an initial delivery allocation as a percent of Table A depending on amount of water in reservoir storage and anticipated hydrologic conditions. The allocation can be increased or decreased depending on the precipitation during the winter; a final allocation is usually issued in spring and sets the amount of water available, as a percentage of Table A, from the SWP. Since 1992, the allocation has averaged about 65%. DWR has prepared a reliability study[10] which indicated the SWP can deliver only about 62% of Table A (10,726 AF to SGPWA) in any one year. Table B-5B, in DWR's Bulletin 132-17, forecasts the amount of SPW delivered to SGPWA in future years at 10,380 AFY.

In the discussions over the DCP, experts believe the current SWP reliability will decrease over time to 48%, or possibly even lower, due to anticipated additional regulatory constraints to protect threatened and endangered fish within the Delta. The length of time over which this decline in reliability will occur is not certain, but to be conservative, it is assumed that by 2035, the SWP reliability will decrease to 48%. Implementation of DCP by 2030 to 2035 is expected to restore reliability to above 60%.

For planning purposes in the WSA, the SWP delivery reliability is assumed to decline at a linear rate from 2020 to 2035. Therefore, by the Year 2035, with a delivery reliability of 48%, the SGPWA can expect only about 8,300 AFY from the SWP. Once the DCP is in place, the reliability will be restored, and possibly improved, over its current 62% reliability.

[10] DWR (2012). State Water Project Delivery Reliability Report 2011. State of California Dept. of Water Resources, June.

7.2 Yuba Accord Water

Through the Yuba Dry Year Transfer Program, the official name for Yuba Accord Water, SGPWA can purchase additional supplemental water from Yuba County Water District under an agreement.[11] The amount of water available from the Yuba Accord varies year to year depending on hydrologic conditions. Yuba Accord Water has only been available, for purchase by SWCs since about 2009. Delivery "loss" (termed "carriage cost" in DWR's Bulletin 132 series), in the Delta is typically assumed by DWR to be 20% of the delivered amount, adjusted as needed based on water quality considerations, plus an additional 2 to 3% Delta Conveyance "loss." Records in the Bulletin 132 series indicate that SGPWA purchased Yuba Accord Water in four years since 2009 although Yuba Accord Water was available every year from 2009 through 2015 except 2011. Purchases by SGPWA averaged 374 AFY, with deliveries averaging 280 AFY (25% loss).

The amount of Yuba Accord Water available depends on the calculated Sacramento Valley Water Year Index. Between 75,000 AFY (Dry Years) and 140,000 AFY may be available depending on the Water Year Index. If all 22 SWCs decide to participate in a given year, SGPWA's share of the Accord Water is 0.21%, based on the proportion of SGPWA's Table A and the Total Table A of all 22 participants. If some SWCs do not want to participate in a given year, the allocation to each SWC is adjusted upward. SGPWA would normally get 158 AFY during a dry year and a maximum of about 294 AFY.

The SGPWA estimates that about 300 AFY, on the average, of Yuba Accord Water can be obtained.[12] For purposes of this WSA, a conservative 30% total loss is assumed, which will reduce the amount that can be actually delivered to the Pass Area to 200 AFY. This is reasonable considering the past experience.

7.3 San Bernardino Valley Municipal Water District (SBVMWD Water)

The SGPWA Board of Directors authorized the General Manager to sign the Surplus Water Sale agreement with SBVMWD to purchase up to 5,000 AFY of SBVMWD's Table A water in years that SBVMWD's Board of Directors declares a surplus[13]. The availability of SBVMWD surplus water depends on hydrologic and groundwater conditions within SBVMWD's service area per SBVMWD Ordinance 79. SGPWA has the right of first refusal on the first 5,000 AFY of surplus water. Assuming SGPWA exercises the right, the agreement states that SBVMWD must first offer 50% of the available supply to one or both agencies that are in both SBVMWD and SGPWA, i.e. Yucaipa Valley WD and South Mesa Water Company. Fifty percent of the water and any additional water "left over," can be offered to other SGPWA retailers. The agreement is for a term of 15 years from the date of execution (terminates in 2033), but SGPWA intends to renegotiate the terms and extend to some point in the future. Execution of the agreement is anticipated soon.

SGPWA estimates, based on past hydrologic conditions, this is likely to occur about two years out of every five, or 40% of the time. This is equivalent to 2,000 AFY in any one year. The term

[11] DWR (2008). Agreement for the Supply and Conveyance of Water by the Department of Water Resources for the state of California to the Participating State Water Contractors under the Dry Year Water Purchase Program, March 31.
[12] Refer to Table 3-1 of SGPWA 2015 UWMP
[13] SGPWA Regular Board Meeting Minutes, October 16, 2017, page 4.

of this agreement will be at least 15 years from now or until about 2032.[14] For purposes of this WSA, the amount of water available from SBVMWD is 2,000 AFY until 2032.

7.4 AVEK-Nickel Water

In June 2017, SGPWA Board of Directors approved an agreement with the Antelope Valley-East Kern Water Agency (AVEK) for 1,700 AFY for 20 years (to 2037) with the right of first refusal to extend it for another 20 years. The water rights on the Kern River originally belonged to the Nickel Family, LLC that were sold to Kern County Water Agency (KCWA) and subsequently leased to other parties in various amounts. One portion (1,700 AFY) is under the control of AVEK, which offered the water to SGPWA. This water is not subject to the reliability issues of the SWP. Per the take-or-pay agreement, SGPWA must take all of the 1,700 AF each year or pay for 1,700 AF even if the SGPWA does not take all, or any portion, of it in any one year.

7.5 City of Ventura and Casitas Municipal Water District (Ventura Water)

The Ventura County Watershed Protection District is one of 29 State Water Contractors, but the agency lacks the infrastructure at present to be able to take its 20,000 AFY of Table A water. The County's Table A is allocated to three entities: City of Ventura (10,000 AFY), United Water Conservation District (5,000 AFY), and Casitas Municipal Water District (5,000 AFY). Up until 2018, these agencies sold their Table A water back to the "Turn-back Pool" (discussed later in this WSA). In 2018, the City of Ventura (Ventura) and Casitas Municipal Water District (Casitas MWD) entered into an agreement to exchange Table A water with SGPWA. BCVWD understands the SGPWA is also negotiating to enact an exchange of Table A water with Ventura (and possibly Casitas MWD) for year 2020.

The SGPWA may be considering extending it to a more long-term arrangement. The SGPWA Board of Directors, at the May 4, 2020 meeting, authorized the General Manager to sign the draft agreement presented at the board meeting and authorized staff to complete any and all actions required to document the CEQA exemption, including the filing of the Notice of Exemption, and develop and execute any agreements or documentation with DWR for the one-year deal.

Under the terms of the 2018 agreement, SGPWA received all of Ventura's and Casitas MWD's Table A water allocation for year 2018, or 5,250 AF considering the Department of Water Resources' 2018 final allocation at 35% (up from the original 30% in the draft agreement). SGPWA paid all of the Transportation Capital, Transportation Minimum, Conservation Capital and Conservation Minimum charges. Finally, each party to the agreement would be responsible for paying the variable costs for pumping the water to their respective service areas.

The SGPWA is obligated to return 40% of the Table A water taken from Ventura and Casitas MWD within 10-years, no later than the end of calendar year 2028. This amount would be from SGPWA's future Table A allocation, presumably during a "wet year". Ventura and Casitas MWD must initiate the request for return of the 40%, except they may not request return in any year that DWR has a Table A allocation of 30% or less. If the Table A allocation is between 30 and 50%, the two agencies will negotiate the delivery amount for that year. If there is any "balance"

[14] SGPWA 2015 UWMP

remaining after the 10-year period, the two agencies and SGPWA will negotiate alternative delivery methods which could include extension of the 10-year period by five years rolling the balance into a long-term exchange, should that develop.

The SGPWA is also considering a more long-term water transfer with a State Water Contractor for a portion of their unused SWP Table A allocation. Based on recent information published by SGPWA, it appears that supply would potentially start at approximately 6,000 AF on an average year in 2020 and might decline to 3,500 AF in 2040 as that potential partner agency utilizes more of their Table A supplies.

Currently, a one-year deal is in process, and it is believed that the SGPWA is pursuing a longer-term arrangement. For the purposes of this WSA, a conservative approach will be taken and no long-term arrangement will be in place.

7.6 Delta Conveyance Project (DCP), formerly California Water Fix (CWF)

The SWP was authorized in the Burns-Porter Act, also known as the California Water Resources Development Bond Act, passed by vote of the people in November 1960 (Proposition 1). Construction on most of the basic facilities of the SWP was completed by 1975. Due to cost considerations, and the fact that initial project water demands are lower than design capacity, a number of the originally planned facilities were "scaled down" or deferred. Many have not been constructed to date for various reasons. One of those projects was the Cross-delta Facility known as the Peripheral Canal. As a result of the scaling down and facility deferments/cancelations, the SWP is not able to live up to its original delivery capacity. A number of other facilities were scaled down, deferred, or not constructed.

The Sacramento-San Joaquin Delta levees are vulnerable to seismic shaking; the Delta ecosystem continues to decline; flooding and saline water intrusion into the Delta impacts the water quality delivered to municipal and agricultural users during dry years; climate change, whether short-term (50 or 100 years) or long term 500 or more years, will cause increased water levels in the Delta further stressing vulnerable levees. The SWP dams and reservoirs were designed about 50 years ago with the hydrology of the times. Climate change will impact the operation of the SWP. Precipitation, which used to fall as snow and be stored in snowpack, will be in the form of rain which the reservoirs were not designed to accommodate. More and more water will be lost to the ocean in future years because of increased runoff and less storage.

The Delta Conveyance Project (DCP), intended to address some of these issues, proposes a dual, gravity tunnel conveyance system from north of the Delta extending south to the Clifton Court Forebay. At the southerly end of the tunnels, a new Clifton Court Pumping Facility would lift water from the tunnels into Clifton Court Forebay. The water would be pumped from Clifton Court Forebay by the State and Federal Central Valley Project pumps as they now do. About 9,000 cfs would be diverted from the Sacramento River into the tunnels and around the Delta improving water supply reliability and export water quality TDS. The cost for the DCP was anticipated to be shared 55% by the State Water Contractors and 45% by federal Central Valley Project Contractors. This allocation share may change depending on the number of Central Valley Project Contractor participants.

Governor Newsom has stated his support for a "one-tunnel" DCP in his "State of the State"

address February 12, 2019. Originally planned as Phase 1 of the CWF.

The Delta Conveyance Project (DCP) is moving forward. On January 15, 2020 DWR issued a Notice of Preparation (NOP) for the environmental work on the reduced-size project which started the scoping comment phase. The scoping comment period ended April 17, 2020. DWR will be considering the comments when the Environmental Impact Report is prepared. The draft EIR is expected to be out for review and comment in early 2021.

The Delta Conveyance Project Authority has been established for the design and construction of the DCP. A Delta Conveyance Financing Authority has been established to develop the financing. The DCP is anticipated to be funded by revenue bonds issued by the State or a Jojnt Powers Financing Agency with payment by State Water Contractors south of the Delta through their existing contracts with the DWR – extended as needed into the future. In addition to other federal, State and local permits, DCP requires changes to the water rights permits for the State Water Project (SWP) Debt Service taxes. White Papers No. 3 and 6 provide more details on the funding, etc. The DCP is not expected to be operational until Year 2035. Until then, the reliability of the SWP would gradually degrade over time to 48% without the DCP due to a variety of reasons.

The original CWF with its two-tunnel approach was projected to increase the future reliability of the SWP by 14% (DWR study) to 17.62% (Metropolitan study) resulting in an increase of the overall reliability to 62% or, in the best case, 65.62%. This is at or slightly above the current reliability. It is not known to what amount of reliability increase will result from the new DCP but, to be conservative, it is assumed the reliability will be restored to 60 to 62%.

Without DCP, SGPWA's reliable Table A would be 8,300 AFY (rounded, based on 48% of 17,300 AFY). The reliable Table A supply for SGPWA would increase from 10,380 AFY to 10,726 AFY at 60% and 62% reliability, respectively.

7.7 Sites Reservoir

Sites Reservoir is a proposed reservoir that would be located at the site of a cattle ranch in the eastern foothills of the Central Valley about 78 miles northwest of Sacramento and north of the Sacramento-San Joaquin Delta near the Town of Maxwell, CA. Sites Reservoir is not on any major stream; all water must be pumped into the reservoir. Sites Reservoir was part of the original California Water Project, but was deferred. The reservoir in the original project proposal would have had a surface area of about 14,000 acres and store between 1.27 and 1.81 million acre-feet depending on final project. The estimated water yield would be between 470,000 to 640,000 acre-feet per year, depending on yearly rainfall and environmental regulations, according to DWR. The original project cost estimate was over $5 billion.

The Sites Project Authority, a Joint Powers Agency, was formed in 2010 to be a proponent and facilitator, to design and potentially acquire, construct, manage, govern, and operate Sites Reservoir and related facilities. Flood flows in the Sacramento River, over and above that needed to meet the demands of existing water rights holders, would be captured and pumped into Sites Reservoir. The Authority prepared a Value Planning Study in October 2019 to identify alternatives which would make the project more affordable. The Report was completed in April 2020 which scaled down the original project.

A preliminary analysis indicated that reservoir sizes of 1.3 to 1.5 million acre-feet (MAF) with assumed diversion criteria would be able to provide enough water to meet current participant demands. The Tehama-Colusa Canal and the Colusa Basin Drain would be used as the conveyance systems. The recommended project includes 1.5 MAF and 1,000 cfs of release capacity into the Sacramento River or to the Colusa Basin Drain at Dunnigan, and 243,000 AFY long term yield, was estimated at a cost of $3.0 billion.

The project Authority stated the 21 agencies put up $27 million for planning and studies with another $19 million due October 2020 to continue the process. Sites reservoir was approved by the California Water Commission (CWC) for $816 million of Proposition 1 funding on July 24, 2018. The CWC also agreed to provide $40.8 million in early funding to assist in completing the needed environmental analyses and obtain permits.

SGPWA has made a financial commitment of 10,000 AF and BCVWD has committed to 4,000 AF (total 14,000 AF) to the Sites Project Authority to fund Phase 1 of the Sites Reservoir Study. Reliability is between 65% (worst-case) and 100%[15]. The result is 9,100 AFY at 65% reliability.

Sites Reservoir will not produce water until about Year 2030; however, costs will be incurred by project participants moving forward. For the purposes of the WSA analysis it is assumed that water will not be available until 2035. The Authority's current plan will finance Phase 2 costs on a year-by-year basis.

The Sites Reservoir Project Authority is working closely with the federal Bureau of Reclamation to secure Bureau participation and funding which will reduce the cost to the participants. It is believed that the Authority would be responsible for 60% of the project cost, and the remainder from the State and federal agencies. This may change since the Authority anticipated slightly more Proposition 1 funding than the $816 million.

Although the Sites Reservoir is not expected to deliver water for another 15 years, currently the project is moving forward and is named in the Governor's Water Resiliency Plan. The project has been awarded a substantial CWC Proposition grant. The Sites Project Authority is continuing to refine its financing plan to fund the study phases. The reservoir is an "off-stream" reservoir giving it a reduced environmental footprint. Although there is some risk in the implementation, with each study phase completed the risk becomes less and the project is more certain.

7.8 Sale of State Water Project Contractors Restoration of DCP Reliability Benefits

All 'South of the Delta' SWP Contractors pay their proportionate share of the DCP costs. With the implementation of the DCP, there will be an increase in SWP reliability. Although all of the "South of the Delta" SWP Contractors will be paying their proportionate share of the DCP, for various reasons, a few SWP Contractors may not need the benefits of the increased yield and may be interested in transferring (selling) their incremental yield to other interested SWP Contractors, such as SGPWA. Currently, not enough is known about the sale of incremental yield and, therefore, will not be considered until it is better defined.

[15] See White Paper No. 1, Table 3

7.9 Purchase or Leasing of Metropolitan's Original CWF Phase 2 Water

With original CWF 2-tunnel, 2-phase concept, Metropolitan Water District of Southern California (Metropolitan) board of Directors voted to fund their share of the original CWF plus agreeing to fund the second phase of the CWF (second tunnel), i.e. the Central Valley Project share. This would have made water available for Metropolitan to sell/lease to other interested parties, e.g. SGPWA. With the DCP scaled down to one tunnel, this does not appear to be an option any longer.

7.10 Other Sources of Imported Water

There are other sources of water available through the SWP which include:

7.10.1 Article 21 Water

Article 21 Water is water that is offered for purchase by DWR resulting from reservoir releases needed to accommodate impending storm or snowmelt runoff when water is still available after operational requirements for SWP water deliveries, water quality and Sacramento-San Joaquin Delta requirements are met. This water is available only on short notice and must be taken immediately. BCVWD has capacity in its groundwater recharge facility to accommodate Article 21 Water. SGPWA is constructing their own Fiesta Recharge Facility which can be used for Article 21 Water. Article 21 Water is in addition to the State Water Contractor's Table A amount.

An analysis of Article 21 Water availability indicated the amount available is highly variable and there is competition for the water. If the requests for purchase are greater than the available amount, it is typically allocated on the basis of the requestors' Table A. A review of recent purchases from 2002 to 2015, with up to 17 "buyers," indicated that if SGPWA were a purchaser, their share would be about 0.5% of the total available. (The large agencies tend to dominate the purchases.) Table 7-2 presents an analysis of Article 21 Water availability to SGPWA based on DWR records from 1969 – 2015. Two periods of time were analyzed: total record and recent record.

Table 7-1 - Estimated Amount of Article 21 Water Available to SGPWA Based on 0.5% of Total Available AF

	1969-2015	2001- 2015
Average, AFY	939	824
Median, AFY	362	216
Maximum, AFY	4,542	3,655
75th Percentile, AFY	1,544	1,550

Article 21 water was available during the heavy snowfall year 2018-19 although the SGPWA was not able to take advantage of this since the BCVWD connection was out of service due to construction of the expanded turnout and the SGPWA's Fiesta Recharge Facility was not operational.

7.10.2 Turn-back Pool Water

Turn-back Pool Water is water that other State Water Contractors have ordered from DWR as part of their Table A entitlement, but decided they did not need the water that particular year and sold it back to DWR. DWR in-turn offers it for purchase at a relatively low set price to other State Water Contractors. Turn-back Pool Water has only been available since about 1996 following the Monterey Amendments to the State Water Contracts. Analysis of the data from 1997 through 2015, shows SWCs sold an average of 59,000 AFY of water back to the "pool" for purchase by other interested SWCs. (The median value was 29,770 AFY). Purchase of Turn-back pool water is also competitive, depending on hydrologic conditions. Assuming SGPWA's share is 0.5% based on the analysis of Article 21 Water, 295 AFY on the average could be purchased (149 AFY median). It would be reasonable that SGPWA could rely on about 200 AFY of Turn-back pool water.

7.10.3 Short-term or Long-term Water Transfers or Exchanges

Short-term or Long-term Water Transfers or Exchanges is water that can be obtained through exchanges and transfers from other State Water Contractors who do not need all of their Table A water in a given year or years. There are opportunities almost every year.

7.10.4 Recommendations for SGPWA

There is considerable competition for the Turn-back Pool and Article 21 Water and its availability is uncertain from year to year. SGPWA can take advantage of this water whenever it is available, and can consider short term transfers whenever available. Transfers of SWC Table A is subject to the SWP delivery reliability.

7.11 Summary of Available Imported Water Supplies

Table 7-2 summarizes the range of imported water supplies available to SGPWA based on the current and potential sources presented above. Agreements are in place for Ventura- Casitas, AVEK-Nickel Water, and SBVMWD Surplus Water. SGPWA is one of the 22 SWCs that has signed on to the Yuba Accord. Their share of the Yuba Accord Water is 0.21% of the available

water. In addition, through their State Water Contract, SGPWA can purchase Article 21 Water and Turn-back Pool Water.

The SGPWA has agreed to support the original CWF and participate in its funding, and it is assumed the SGPWA will support the DCP. BCVWD and SGPWA have made financial commitments to Sites Reservoir, and currently plan to contribute to future phases of the Sites Reservoir project.

Table 7-3 presents a summary of current and projected SGPWA imported water supplies, through 2040 in 5-year increments based on the yields in Table 7-2. Figure 5 shows the sources of imported water supply and the regional imported water demand with and without banking and drought proofing.

Table 7-2 - SGPWA Current and Projected Available Imported Water Supply through 2040

Source	Low Yield Case, Annual Amount, AFY	High Yield Case, Annual Amount, AFY	Comment
Existing Table A	8,300	10,380	17,300 AFY but only 60% reliable (10,380 AFY) per Bulletin 132; to degrade to approximately 48% (8,300 AFY) without Delta Conveyance Project (DCP) by 2035
Yuba Accord	200	200	When available, represents average per year
San Bernardino Valley MWD Surplus Table A Water (SBVMWD Water)	2,000	2,000	Up to 5,000 AFY available estimated 2 out of every 5 years (40%) of time = 2,000 AFY; agreement terminates in 2032, but can be extended.
Antelope Valley East Kern Water Agency (AVEK) Nickel Water, (AVEK Nickel Water)	1,700	1,700	20-year agreement terminates in 2037 with option for a 20-year extension
Additional Table A SGPWA Partner Agency	500	3,000	Looking at extended exchange agreement with Additional Table A SGPWA Partner Agency to utilize unused Table A. Estimated to be net 3,000 AFY initially to 500 AFY by 2040.
Article 21 Water Purchase	800	800	Variable, represents average per year
Turn-back Pool Purchases	200	200	Variable, represents average per year
Delta Conveyance Project (DCP)	0	0	Will increase reliability of State Water Project (SWP) back to 60 to 62%
Sites Reservoir	9,100	14,000	Worst case with 65% assumed reliability. (BCVWD has committed to 4,000 AFY of the 14,000 AFY)
Total Imported Water Potentially Available	22,800	32,280	

Table 7-3 - Regional Summary of SGPWA Imported Water Supply, AFY

Source	Year					
	2018	2020	2025	2030	2035	2040
Imported Water Demand Table 6-8	10,272	11,360	16,222	19,766	21,636	24,087
Imported Water Demand, Table 6-8, without banking or drought proofing	9,223	9,109	11,367	13,806	15,676	17,151
Table A	10,380	10,135	9,524	8,912	8,300	8,300
Yuba Accord	200	200	200	200	200	200
AVEK Nickel	1,700	1,700	1,700	1,700	1,700	
SBVMWD	2,000	2,000	2,000	2,000		
Ventura-Casitas	5,250		(2,100)			
Subtotal	19,530	14,035	11,324	12,812	10,200	8,500
Extension of SBVMWD Agreement (potential)					2,000	2,000
Extension of AVEK Nickel agreement						1,700
Article 21 Water Purchases		800	800	800	800	800
Turn-back Pool Water Purchases		200	200	200	200	200
Additional Table A SGPWA Partner Agency Side Deal		3,000	2,500	2,000	1,500	500
Subtotal	19,530	18,035	14,824	15,812	14,700	13,700
DCP Reliability Recovery to 60% (worst case)					2,080	2,080
Sites Reservoir (worst case)					9,100	9,100
Total Imported Water Supply	19,530	18,035	14,824	15,812	25,880	24,880

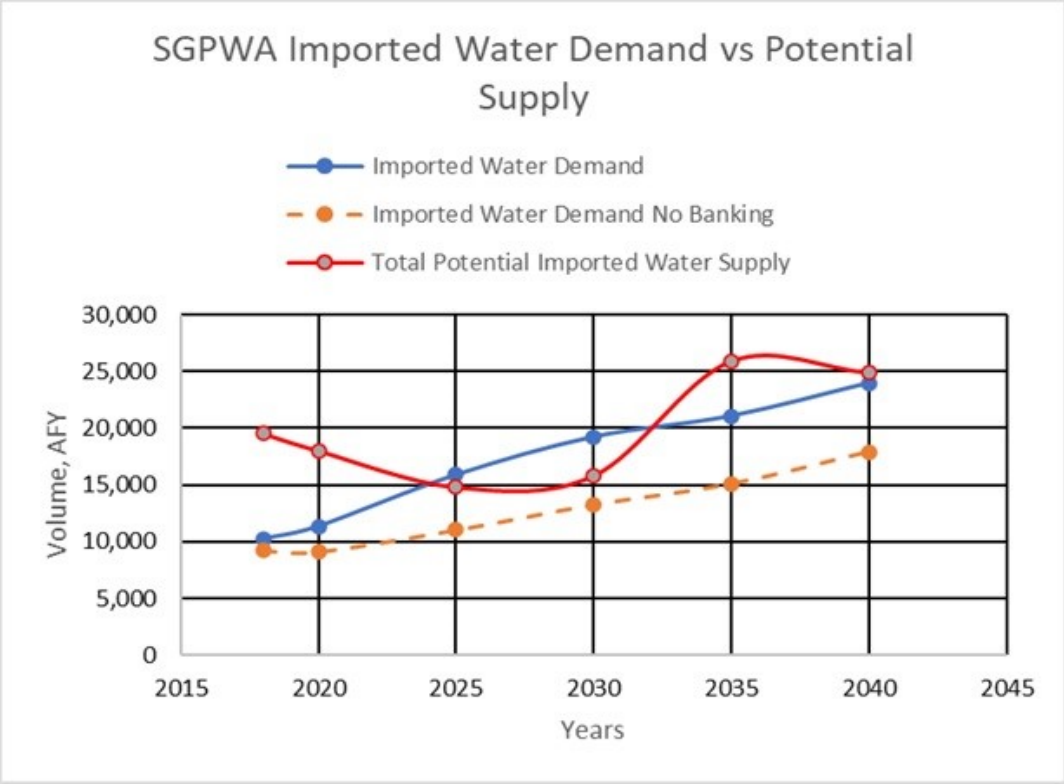

Figure 5
SGPWA Imported Water Sources and Demand to 2040 (Worst Case Conditions)

Until 2025, SGPWA has sufficient imported water to meet the demands of the City of Banning, BCVWD, YVWD/Calimesa as well as the demands from those SGPWA members currently not taking imported water. (Those agency total demands are shown in Table 6-8.) BCVWD has determined these are very conservative and it is unlikely that these areas will be developing to require those demands within the timeframe shown. It would be reasonable to believe that the Yucaipa/Calimesa to Banning area will develop more fully before moving into these outlying areas. Nevertheless, Table 6-8 shows that about 6,000 AFY will be banked regionally by the water suppliers between now (2020) and 2025, which is about 30,000 AF of additional water in storage for a total of 150,592 AF in storage by year 2025.

From 2025 to 2035 (when DCP and Sites Reservoir become operational), adequate imported water supply will be available to meet the imported water demands but with reduced amounts available for banking. The region's member agencies would still have nearly 145,000 AF in banked storage which could be used if needed. In a normal year, banking would continue in 2030, but at slightly reduced annual amounts until DCP and Sites Reservoir come on-line.

7.12 Contingency Plan

It is recognized that DCP and Sites could be delayed or perhaps reduced in size and capacity. But, as these projects go through the design and permitting process over the next few years, these risks will be assessed. SGPWA can take action to supplement its existing supply with short-term exchanges and transfers from other agencies. If it is evident that DCP and/or Sites

Reservoir will be delayed indefinitely, the short-term exchanges and transfers can be converted to long-term transfers. An option is to extend the AVEK-Nickel Water Agreement for another 20 years to 2057 as allowed in the existing agreement. Another option is participating with other local agencies in other water resource projects such as groundwater, brackish water, or sea water desalination projects with water exchanges.

8. WATER SUPPLY AND DEMAND FOR BCVWD

Section 6.1.3 presented the water demand and water supply requirements, including imported water, under average hydrologic conditions for BCVWD. Section 7 quantified the imported water demands on the SGPWA from BCVWD and the other member agencies of the SGPWA. As presented in Section 7 and Figure 5, SGPWA will have enough, or has made commitments for or taken steps to acquire, imported water supply to meet its needs to year 2040 and beyond. Since BCVWD's demands and imported water requirements are included in SGPWA's demands, including imported water, it can be concluded that BCVWD has sufficient supply and imported water to meet demands beyond 2040 under average demand and supply conditions.

It should be pointed out that 28.6% of the Sites Reservoir Project yield, (4,000 AFY/14,000 AFY) shown in Figure 5 above, is committed to BCVWD by virtue of BCVWD's financial commitment to the Sites Reservoir Project Phase 1 and Phase 2 - 2019. Figure 6 shows BCVWD's demand is less than the available supply. Figure 6 is based on the data in Table 6-7. Figure 7 shows the accumulated volume in BCVWD's Beaumont Basin groundwater storage account. By 2040, the storage account is almost full (77,294 AF in storage). Table 6-7 indicates that BCVWD's imported water demand will be 10,707 AFY in 2040; this means that BCVWD is projected to have 7.2 years of imported water demand in storage which can be used to supply water during drought periods even if no SPW is available.

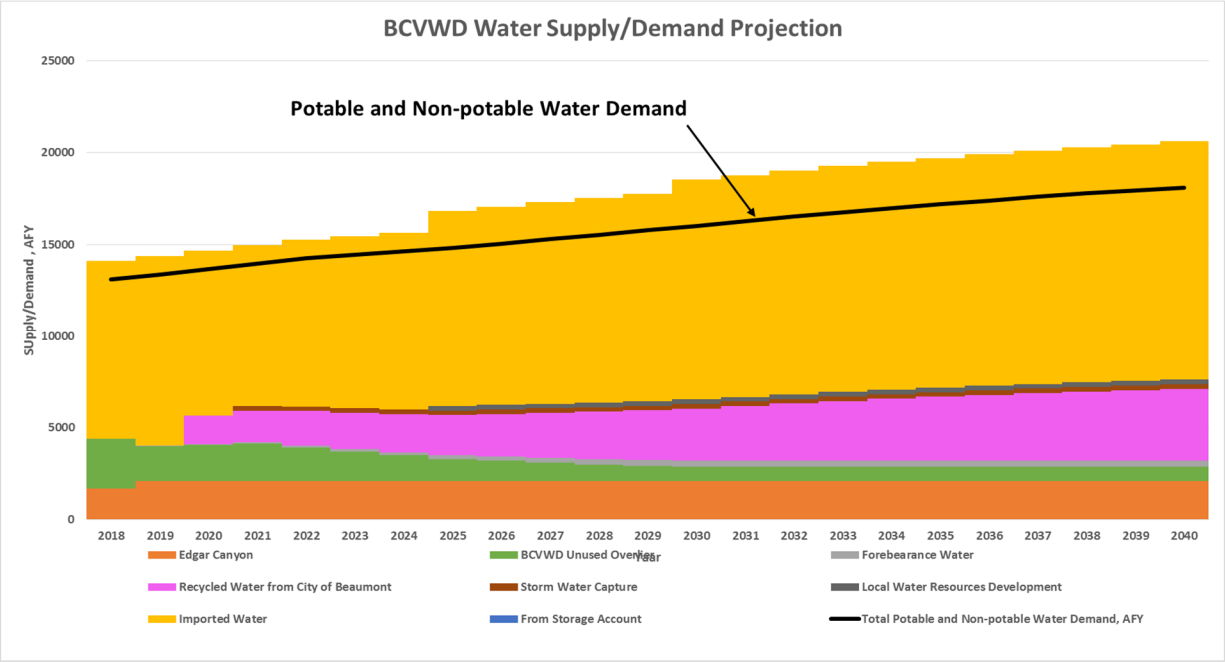

Figure 6
BCVWD's Water Supply and Demand Projection to 2040

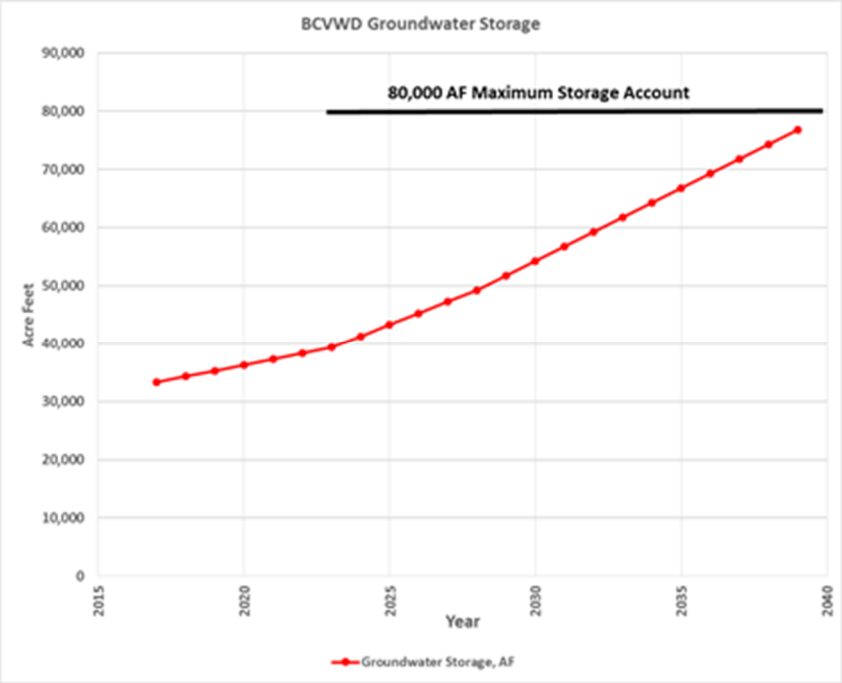

Figure 7
BCVWD's Groundwater Storage Balance to 2040

9. WATER SUPPLY SINGLE AND MULTIPLE DRY PERIOD ANALYSIS

The previous sections in this WSA analyzed a typical, normal or average, water supply year. The previous sections demonstrated there is adequate water supply both regionally and for BCVWD to meet the needs provided the projects and agreements identified are implemented. But, in addition to a "normal" year, the WSA requires a supply sufficiency analysis for critical dry year and multiple dry year conditions. The water supply conditions for these periods are presented in BCVWD's 2015 UWMP, Section 7, Water Supply Reliability Assessment. Key tables and information are extracted from the 2015 UWMP to support the analysis presented herein and updated. The scenarios evaluated in this section include:

- Single Critical Dry Year -- the lowest water supply available to BCVWD, a worst-case condition
- 2 Consecutive Dry Years -- the lowest average available water supply over a 2-year period
- 3 Consecutive Dry Years-- the lowest average available water supply over a 3-year period
- 6 Consecutive Dry Years-- the lowest average available water supply over a 6-year period

BCVWD will be relying on banked water to provide the major portion of the supply during these periods.

BCVWD enjoys the benefits of a groundwater basin (Beaumont Basin) with very large storage capacity. BCVWD and its neighboring agencies in the San Gorgonio Pass Area take advantage

of this by banking imported water during wet years for use during extended droughts. Complementing the large storage capacity is the fact that percolation and recharge occur at relatively high rates. It is very easy to "bank" water in the Beaumont Basin. It is retained in the Basin due to well-managed groundwater levels, and the ample storage capacity. Figure 8 shows the amount of water BCVWD has accumulated in its storage account since 2003. Imported water began to be spread in 2006. As of the end of 2018, there were 34,794 AF in storage. BCVWD's current maximum storage capacity is 80,000 AF. The figure shows the drop in storage in response to the drought in 2015 when there was very little imported water available for recharge and banking.

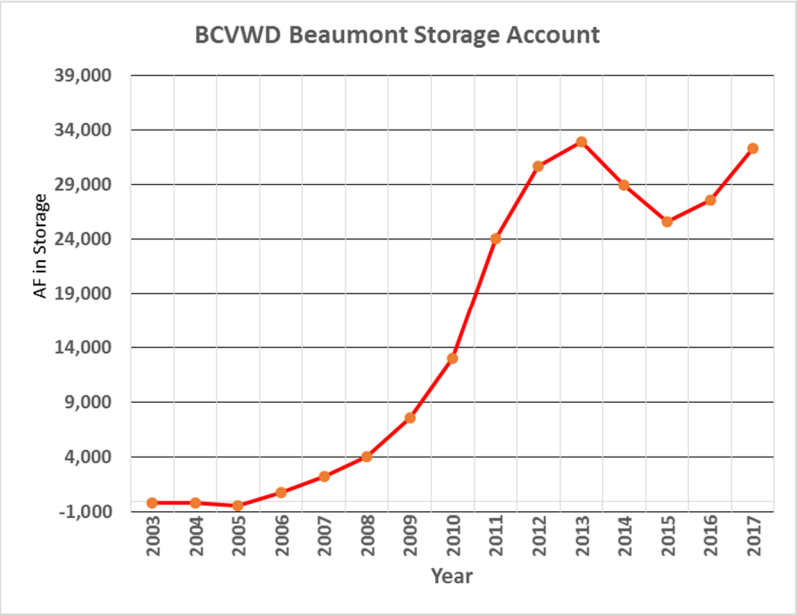

Figure 8
BCVWD Historic Beaumont Basin Groundwater Storage Account

9.1 Water Source Availability

The amount of water available during the dry periods from BCVWD's water sources are presented below.

9.1.1 Groundwater

9.1.1.1 Beaumont Basin

The Beaumont Basin is managed by the Beaumont Basin Watermaster under the principles of the Adjudication.

In any given year, BCVWD can pump out its stored (banked) water. The storage is replenished, at least partially, every year by forbearance water, reallocated unused Overlying Party pumping rights, and imported water when available. Recharge, using advanced treated recycled water from the City of Beaumont, will occur in the future. The amount of imported water that can be recharged in any year depends on DWR's SWP allocation. This varies from year to year.

The amount of unused Overlying Party rights is based on a 5-year moving average and could decrease slightly during drought periods as the Overlying Parties use more groundwater to compensate for the lack of rainfall. The forbearance water will decrease during dry periods as users reduce water consumption.

Table 9-1 shows the estimated amount of water credited to BCVWD by Watermaster for a single or multiple dry year analysis. For the dry year analysis, it was estimated that there would be a 15% conservation effect; in other words, for dry year analysis, only 85% of average annual forbearance, reallocated Overlying Party rights, etc. would be available. In Table 9-1 the 15% reduction factor is also applied to the recycled forbearance water to account for a potential reduction in treated wastewater due to water conservation effects.

Table 9-1 - Summary of BCVWD's Forbearance and Reallocated Overlier Pumping Rights

Item	2019	2020	2025	2030	2035	2040
Total Allocated Overlying Party Rights, and Forbearance Water from Table 6-7, AFY	1,905	2,012	1,400	1,100	1,100	1,100
Expected to be Available for Single and Multiple Dry Year Analysis, AFY	2,300	1,710	1,190	935	935	935

9.1.1.2 Edgar Canyon

Groundwater from Edgar Canyon is affected to some degree by climate. The average annual extraction from Edgar Canyon is 2,094 AFY (rounded to 2,100 AFY) based on records from 1983-2019. During that period of time the minimum extracted was 1,117 AFY, which occurred in 1991. This can be considered the "Single Dry Year Water Available." The 2-year, 3-year, and 6-year moving averages for the extractions from 1983-2019 were determined and are presented in Table 9-2 along with the Base Period for moving averages.

Table 9-2 - Groundwater Available from Edgar Canyon for Single and Multiple Dry Year Analysis

Drought Condition (Base Years)	Average Available over the Drought Period, AFY
Single Dry Year (1991)	1,117
2 Consecutive Dry Years (1990 – 91)	1,173
3 Consecutive Dry Years (1989 – 91)	1,230
6 Consecutive Dry Years (1987 – 92)	1,367

9.1.2 Imported Water

The amount of imported water available from the SGPWA via the State Water Project is climate dependent. A spreadsheet was developed using the 2015 DWR Delivery Capability Report simulation data (1922 to 2003) for SGPWA to develop an estimate of the delivery capability for the single dry year and multiple dry year reliability analysis. The 2-, 4-, and 6-year moving averages of annual estimated delivery allocations were determined for the period 1922-2003. A summary of the Table A delivery percentages is shown in Table 9-3.

Table 9-3 - SGPWA SWP Delivery Capability as Percent of Table A (Based on 2017 DWR SWP Delivery Capability Report)

Dry Year(s)	Single	2-year	4-year	6-year
Table A Annual Delivery Average Over the Drought Period, %	8	14	16	13

The percentages in Table 9-3 were compared to actual SWP delivery allocations for the period 1992 to 2020, a 28-year period:

Minimum year	5% (2014)
Minimum 2 consecutive years	12.5% (2014-15)
Minimum 3 consecutive years	20% (2013 – 15)
Minimum 6 consecutive years	40% (2013 – 18)

The actual minimum year and minimum 2 and 3 consecutive years allocation percentages are less than those reported in the 2017 DWR SWP Delivery Capability Report. The 2017 Report replaced the 3-year statistic with a 4-year statistic but is conservatively assumed to be an equivalent measure. Therefore, for the reliability analysis in the BP WSA, the lowest allocation percentages were used, as shown in Table 9-4:

Table 9-4 - SGPWA SWP Delivery Capability as Percent of Table A (Used for WSA Reliability Analysis)

Dry Year(s)	Single	2-year	3-year	6-year
Table A Annual Delivery Average Over the Drought Period, %	5	12.5	16	13

It should be noted that not all SGPWA imported water sources will be available during extended dry periods.

Yuba Accord Water is a dry-year program of which SGPWA can expect 200 AFY during dry years. AVEK-Nickel Water is “South of the Delta” water and is not affected by DWR’s SWP reliability

issues and is available every year until termination of the existing agreement in 2037. The Delta Conveyance Project reliability recovery water and the Delta Conveyance Project Side Deals would be available during extended dry periods but are subject to the average Table A delivery percentages as SPW in Table 9-4.

During dry periods San Bernardino Valley MWD Surplus Water, Article 21 water, and Turn-back Pool Water would likely not be available and should not be counted on for supply. Similarly, the availability of short and long term exchanges are unlikely, which would also include any additional Table A Water should SGPWA be able to secure a long-term exchange contract with the Additional Table A SGPWA Partner Agency.

The Sites Reservoir Project was designed to be a dry period flow augmentation project. Excess storm flows in the Sacramento River are diverted and pumped into Sites Reservoir, stored, and released back into the Sacramento River during dry periods. Data from the Sites Project Authority submitted with their application to the California Water Commission for Proposition 1 Funding was used to determine the amount of water which could be depended on during dry periods. Figure 9 (borrowed from Sites Reservoir Project Authority's Proposition 1 Application Executive Summary) shows the dry year benefits based on 82 years of hydrologic simulation using the CalSim II Model[16].

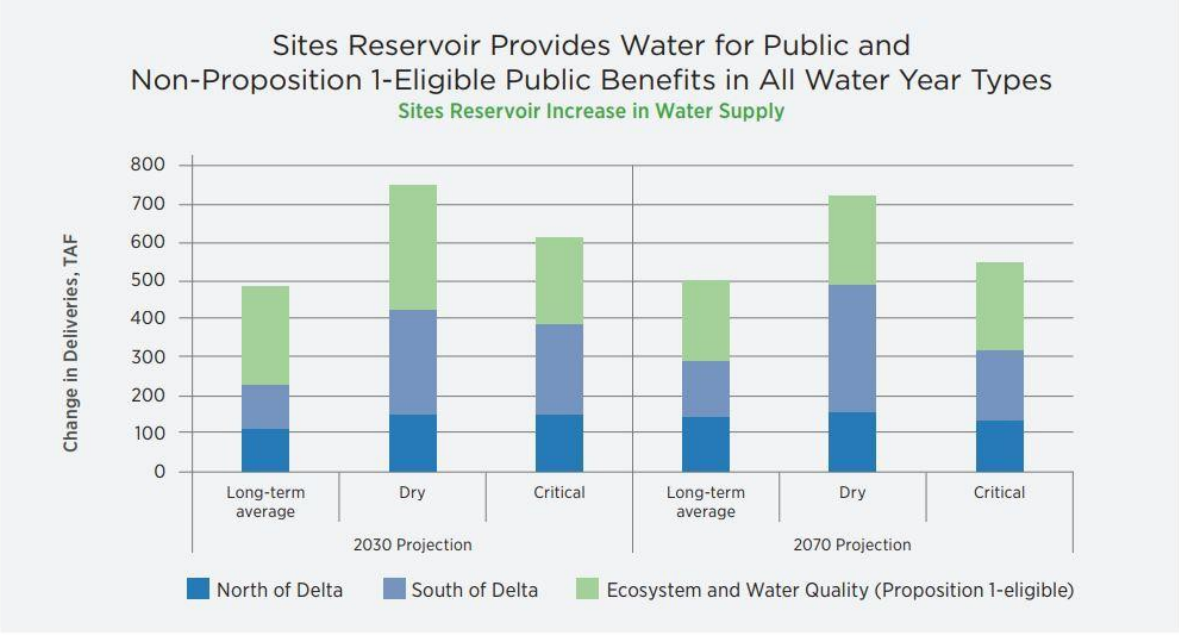

Figure 9 - Sites Reservoir Available Water 2030 and 2070

Attachment D9, prepared by the Sites Project Authority, in response to questions from the California Water Commission, February 23, 2018, provided a breakdown of the estimated amounts of Sites Project Water which would be delivered to the project participants. Table 9-5 presents a summary of the preliminary estimates of Sites Reservoir Water available to SGPWA.

[16] Sites Project Authority (2017). Sites Project Executive Summary for California's Water Storage Investment Program, August 14.

It is important to note this is a preliminary estimate developed prior to the Value Planning Analysis.

The modeling that was performed for the application was prescribed by the California Water Commission and includes the effects of climate change. For the analysis in the BP WSA, the year 2030 values will be used for 2030 through 2040. The "critical" volume will be used for all the dry period analyses to be conservative.

Table 9-5 - SGPWA Preliminary Amount of Sites Reservoir Water Available, AFY

Development Condition	82-year Simulation (Average)	Water Year Type				
		Wet	Above Normal	Below Normal	Dry	Critical
Current	8,400	2,700	2,900	5,600	19,000	13,800
2030	9,500	3,000	7,700	7,400	18,000	16,400
2070	11,400	5,400	7,300	11,500	17,900	17,200

Source: Attachment D9 of Sites Project Authority response to California Water Commission comments on Proposition 1 Application February 23, 2018.

Tables 9-6 through 9-9 present a summary of the imported water supply to the SGPWA for the single dry year, and 2, 3 and 6 consecutive year dry periods.

Table 9-6 - Regional Summary of SGPWA Imported Water Supply Single Dry Year, AFY

Source	Year				
	2020	**2025**	**2030**	**2035**	**2040**
Table A	17,300	17,300	17,300	17,300	17,300
Allocation (5%)	865	865	865	865	865
Yuba Accord (Dry Year Program)	200	200	200	200	200
AVEK Nickel (Not Affected)	1,700	1,700	1,700	1,700	1,700
Subtotal	2,765	2,765	2,765	2,765	2,765
DCP Allocation (5% of Reliability Recovery, 2080 AFY)				104	104
Sites Reservoir Critical Dry Period				16,400	16,400
Total Imported Water Supply	2,765	2,765	2,765	19,269	19,269

Table 9-7 - Regional Summary of SGPWA Imported Water Supply Two Consecutive Dry Years, AFY

Source	Year				
	2020	2025	2030	2035	2040
Table A	17,300	17,300	17,300	17,300	17,300
Allocation (12.5%)	2,163	2,163	2,163	2,163	2,163
Yuba Accord (Dry Year Program)	200	200	200	200	200
AVEK Nickel (Not Affected)	1,700	1,700	1,700	1,700	1,700
Subtotal	4,063	4,063	4,063	4,063	4,063
DCP Allocation (12.5% of Reliability Recovery, 2080 AFY)				260	260
Sites Reservoir Critical Dry Period				16,400	16,400
Total Imported Water Supply	4,063	4,063	4,063	20,723	20,723

Table 9-8 - Regional Summary of SGPWA Imported Water Supply Three Consecutive Dry Years, AFY

Source	Year				
	2020	2025	2030	2035	2040
Table A	17,300	17,300	17,300	17,300	17,300
Allocation (16%)	2,768	2,768	2,768	2,768	2,768
Yuba Accord (Dry Year Program)	200	200	200	200	200
AVEK Nickel (Not Affected)	1,700	1,700	1,700	1,700	1,700
Subtotal	4,668	4,668	4,668	4,668	4,668
DCP Allocation (16% of Reliability Recovery, 2080 AFY)				333	333
Sites Reservoir Critical Dry Period				16,400	16,400
Total Imported Water Supply	4,668	4,668	4,668	21,401	21,401

Table 9-9 - Regional Summary of SGPWA Imported Water Supply Six Consecutive Dry Years, AFY

Source	Year				
	2020	2025	2030	2035	2040
Table A	17,300	17,300	17,300	17,300	17,300
Allocation (13%)	2,249	2,249	2,249	2,249	2,249
Yuba Accord (Dry Year Program)	200	200	200	200	200
AVEK Nickel (Not Affected)	1,700	1,700	1,700	1,700	1,700
Subtotal	4,149	4,149	4,149	4,149	4,149
DCP Allocation (13% of Reliability Recovery)				270	270
Sites Reservoir Dry Period				16,400	16,400
Total Imported Water Supply	4,149	4,149	4,149	20,819	20,819

Table 9-10 presents a summary of total SGPWA regional imported water demand and the imported water supply available during the single and multiple dry years. The demand does not include the "banking" demand, since "banking" would not be occurring during years when imported water supply is reduced. Table 9-10 shows the conditions when the imported water demand exceeds the supply which will require SGPWA's member agencies, like BCVWD to withdraw water from their storage account. The supply of imported water is less than the demand until Sites Reservoir comes on-line about year 2035.

Table 9-10 - Summary of SGPWA Regional Imported Water Supply and Demand Single and Multiple Dry Years

Source	2020	2025	2030	2035	2040
Demand without Banking or drought proofing (Tables 6-8, 7-4), AFY	9,109	11,367	13,806	15,676	17,151
Total Supply					
Single Dry Year (Table 9-6), AFY	2,765	2,765	2,765	19,269	19,269
2 Consecutive Dry Years (Table 9-7), AFY	4,063	4,063	4,063	20,723	20,723
3 Consecutive Dry Years (Table 9-8), AFY	4,668	4,668	4,668	21,401	21,401
6 Consecutive Dry Years (Table 9-9), AFY	4,149	4,149	4,149	20,819	20,819

When the demand for imported water exceeds the supply, it is reasonable to assume the imported water will be allocated in proportion to the member agency's fraction of the total imported water demand without banking. Table 9-11 shows the allocation percentages.

Table 9-11 - Member Agency's Percent of Available Imported Water When Demand Exceeds Supply

Agency	Year				
	2020	2025	2030	2035	2040
City of Banning	0	0	0	0	5.8%
YVWD/Calimesa	6.7%	6.7%	7.0%	7.6%	8.4%
BCVWD	87.8%	79.2%	72.8%	67.5%	62.4%
Other Member Agencies	5.5%	14.1%	20.3%	24.9%	29.2%
Total	100%	100%	100%	100%	100%

Table 9-12 shows the estimated amount of imported water BCVWD can expect during single and multiple dry year periods based on the amount of imported water presented in Table 9-10 and the allocation percentages in Table 9-11.

Table 9-12 - BCVWD Available Imported Water During Single and Multiple Dry Year Periods

Scenario	Year				
	2020	2025	2030	2035	2040
Single Dry Year, AFY	2,428	2,189	2,012	13,011	12,029
2 Consecutive Dry Years, AFY	3,568	3,217	2,956	13,993	12,937
3 Consecutive Dry Years, AFY	4,100	3,696	3,396	14,451	13,360
6 Consecutive Dry Years, AFY	3,644	3,285	3,018	14,058	12,997

9.1.3 Recycled Water

Recycled water from the City of Beaumont is consistently available; although during droughts, consumers are more aware of water conservation and reduce their indoor water consumption somewhat. They are more aware of the need to do only full loads of laundry, full loads for the dishwasher, etc. Agencies, including the City of Beaumont, have observed a reduction in wastewater flows during the recent drought.

The average year amount of recycled water from the City of Beaumont is taken from Table 6-7. As stated in the discussion for Table 6-7, the total wastewater produced by the City is reduced by 1.8 mgd for habitat maintenance, and a capacity factor of 75% was applied to the remaining water to account for brine and other losses. For a single dry year, an estimate of 90% of the normal, average recycled water will be available. As the drought becomes more pervasive, the amount of recycled water is estimated to reduce further to 85% of normal. Table 9-13 provides an estimate of the available recycled water during extended dry periods from the City of Beaumont.

Table 9-13 - BCVWD Available Recycled Water During Single and Multiple Dry Year Periods

Agency	Year				
	2020	2025	2030	2035	2040
Average Year (Table 6-7), AFY	1,556	2,188	2,840	3,487	3,930
Single Dry Year (90%), AFY	1,400	1,970	2,555	3,135	3,535
2, 3, and 6 Consecutive Dry Years (85%), AFY	1,320	1,860	2,415	2,960	3,340

9.1.4 Storm Water and Other Local Water Resources

Storm water and Urban Runoff quantities are dependent on rainfall. Review of the rainfall record at Beaumont for the period 1888 – 2006 resulted in the data shown in Table 9-14. To determine the multiple dry year rainfall as a percent of the average rainfall, the 2-, 3-, and 6-year moving averages of the annual rainfall was determined.

Table 9-14 - Ratio of Dry Period Precipitation to Average Precipitation at Beaumont and Estimated New Water from Storm Water Capture and Local Water Resource Projects

Dry Year(s)	Single	2-year	3-year	6-year
% of Annual Average	36%	45%	45%	65%
Total Storm water Capture, beginning 2021, 250 AFY	90	110	110	160
Total Local Water Resource Projects, beginning 2025, 250 AFY	90	110	110	160

9.2 Water Demands During Critical and Multi-year Dry Periods

Table 6-7 showed the average BCVWD water demands (potable and non- potable). These demands are used in the Dry Period Reliability Analysis below for the 1, 2, and 3 consecutive year dry periods, primarily because there may not be enough time to implement water demand restrictions and see the effect of these restrictions on demand. However, for the 6 consecutive year dry period, it is assumed the water shortage contingency planning actions set forth in Section 8 of BCVWD's 2015 UWMP would be in effect and at least a 15% reduction in demand would be obtained. This is over and above the nominal water conservation efforts envisioned in the development of the average demands in Table 6-7. Water supply for single dry year, 2 consecutive dry years, 3 consecutive dry years, and 6 consecutive dry years are presented in Tables 9-15 through 9-18 respectively.

Table 9-15 - BCVWD Water Supply Summary – Critical Dry Year

Single Dry Year						
	YEAR					
	2020	2022	2025	2030	2035	2040
DEMAND						
Total Water Demand	13,668	14,498	15,188	16,584	17,772	18,337
SUPPLY						
Groundwater						
Edgar Canyon, AFY	1,117	1,117	1,117	1,117	1,117	1,117
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water, AFY	1,710	1,502	1,190	935	935	935
Storm Water, AFY	90	90	90	90	90	90
Other Local Water Resource Projects, AFY	90	90	90	90	90	90
Recycled Water, AFY	1,400	1,628	1,970	2,555	3,135	3,535
Imported SPW,AFY	2,428	2,332	2,189	2,012	13,011	12,029
Subtotal Supply, AFY	6,835	6,579	6,646	6,799	18,378	17,796
From Banked Beaumont Basin Storage, AF	6,833	7,739	8,542	9,785	-606	541

Table 9-16 - BCVWD Water Supply Summary – 2 Consecutive Dry Years

2 Consecutive Dry Years						
	YEAR					
	2020	2022	2025	2030	2035	2040
DEMAND						
Total Water Demand	13,668	14,498	15,188	16,584	17,772	18,337
SUPPLY						
Groundwater						
Edgar Canyon, AFY	1,173	1,173	1,173	1,173	1,173	1,173
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water, AFY	1,710	1,502	1,190	935	935	935
Storm Water, AFY	90	90	90	90	90	90
Other Local Water Resource Projects, AFY	90	90	90	90	90	90
Recycled Water, AFY	1,320	1,536	1,860	2,415	2,960	3,340
Imported SPW,AFY	3,568	3,428	3,217	2,956	13,993	12,937
Subtotal Supply, AFY	7,951	7,819	7,620	7,659	19,241	18,565
From Banked Beaumont Basin Storage, AF	5,717	6,679	7,568	8,925	-1,469	-228
Total Volume Withdrawn from Storage, AF	11,434	13,359	15,136	17,849	-2,937	-455

Table 9-17 - BCVWD Water Supply Summary – 3 Consecutive Dry Years

3 Consecutive Dry Years						
	YEAR					
	2020	2022	2025	2030	2035	2040
DEMAND						
Total Water Demand	13,668	14,498	15,188	16,584	17,772	18,337
SUPPLY						
Groundwater						
Edgar Canyon, AFY	1,230	1,230	1,230	1,230	1,230	1,230
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water, AFY	1,710	1,502	1,190	935	935	935
Storm Water, AFY	90	90	90	90	90	90
Other Local Water Resource Projects, AFY	90	90	90	90	90	90
Recycled Water, AFY	1,320	1,536	1,860	2,415	2,960	3,340
Imported SPW,AFY	4,100	3,938	3,696	3,396	14,451	13,360
Subtotal Supply, AFY	8,540	8,368	8,156	8,156	19,756	19,045
From Banked Beaumont Basin Storage, AF	5,128	6,112	7,032	8,428	-1,984	-708
Total Volume Withdrawn from Storage, AF	15,384	18,335	21,096	25,283	-5,951	-2,123

Table 9-18 - BCVWD Water Supply Summary – 6 Consecutive Dry Years

6 Consecutive Dry Years						
	YEAR					
	2020	2022	2025	2030	2035	2040
DEMAND						
Total Water Demand	11,618	12,323	12,910	14,096	15,106	15,587
SUPPLY						
Groundwater						
Edgar Canyon, AFY	1,367	1,367	1,367	1,367	1,367	1,367
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water, AFY	1,710	1,502	1,190	935	935	935
Storm Water, AFY	90	90	90	90	90	90
Other Local Water Resource Projects, AFY	90	90	90	90	90	90
Recycled Water, AFY	1,320	1,536	1,860	2,415	2,960	3,340
Imported SPW,AFY	3,644	3,500	3,285	3,018	14,058	12,997
Subtotal Supply, AFY	8,221	8,085	7,882	7,915	19,500	18,819
From Banked Beaumont Basin Storage, AF	3,397	4,238	5,028	6,181	-4,394	-3,232
Total Volume Withdrawn from Storage, AF	20,381	25,427	30,167	37,087	-26,361	-19,393

Table 9-15 through 9-18 demonstrate BCVWD can provide water to the planned developments listed in Table 6-6 (Section 6) which include the Beaumont Pointe development project during critical dry year and multiple dry year periods by relying on BCVWD's Beaumont Basin Groundwater Storage assuming DCP and Sites Reservoir are on-line as planned. BCVWD will need to maintain 25,713 AF of water banked in storage to meet the 6-year dry period by the time Sites Reservoir and the DCP are "on-line." This is not an unreasonable amount of storage considering BCVWD has an 80,000 AF storage account and as of the end of 2018, 34,794 AF in storage.

Table 6-7 provided BCVWD's Beaumont Basin storage account balance under the basis of average water supply conditions assuming the development projects listed in Table 6-6 were constructed. Table 6-7 shows a steady increase in projected groundwater storage from 35,794 AF in 2020-22 to approximately 77,294 AF in the year 2040. To achieve this level of storage, BCVWD will be banking additional water for drought proofing to supply water during critical and multiple dry year period.

The water banking pursuant to BCVWD's 2015 UWMP:

> *BCVWD's plan, which is shown in BCVWD's 2015 UWMP envisions banking anywhere from 1,000 AFY to 2,500 AFY to drought proof new development. This is accounted for in the spreadsheet each year. Should there be a year when the projected amount cannot be delivered by SGPWA, any deficiency will be made up in successive years when adequate supply is available*[17].

In addition to BCVWD, YVWD/Calimesa and the City of Banning have storage accounts which when combined with BCVWD's will have an estimated 117,800 AF in storage as of the end of 2021. Tables 6-2 and 6-5 (Section 6 herein) show that the storage accounts for YVWD/Calimesa and the City of Banning these agencies are projected to have 50,000 and 76,510 AF, respectively, in storage by 2040. When combined with BCVWD's projected storage account balance, on a regional basis there will be over 200,000 AF in banked storage – more than ample to meet the needs during short-term droughts.

[17] BCVWD (2015). UWMP, pg 7-4

10. CONCLUSIONS

1. The projected water demand from the Beaumont Pointe development project is 197 AFY of which 85.2 AFY is outdoor, non-potable water use. This compares to BCVWD's current demand of 13,668 AFY (estimated for 2020).
2. The Beaumont Pointe development project site was included in the list of planned development projects in BCVWD's 2015 UWMP (previously identified as Jack Rabbit Trail) which demonstrated adequate water supplies upto the year 2040. The BP project site was previously planned with a land use density of 2,000 equivalent dwelling units (EDUs). The new BP land use plan estimates a significantly reduced density by 1,640 EDUs for a new proposed Project total of 360 EDUs, representing reduced site density and water demand by 82 percent.
3. BCVWD prepared a series of White Papers which analyzed the regional (SGPWA) imported water supply requirements and funding requirements. These White Papers are referenced for the BP WSA. The basis for the White Papers was a regional spreadsheet demand model, developed by BCVWD, which was reviewed by the City of Banning and YVWD.
4. The White Papers indicate that SGPWA can obtain sufficient imported water supply to supplement local supplies to meet regional needs including BCVWD's needs. The White Papers also indicated that adequate funding is available to implement the imported water projects currently planned for the short and long terms.
5. BCVWD prepared and adopted a Potable Water Master Plan which identified water needs and facility needs to build-out. The BCVWD 2015 UWMP identified recycled water from the City of Beaumont for non-potable water irrigation with a plan for the recharge of surplus recycled water with appropriate treatment and permits. The City and BCVWD signed a Memorandum of Understanding (MOU) in 2019 which began the process of an agreement for purchase of recycled water by BCVWD. In addition, storm water capture and other local water resource projects were identified. One of these projects, MDP-Line 16, (Grand Avenue Storm Drain) is currently in design by the Riverside County Flood and Water Conservation District and BCVWD. The storm drain will be partially funded through a grant from the Santa Ana Watershed Project Authority.
6. SGPWA and BCVWD have made financial commitments to the Sites Reservoir project Phase 1 studies and will commit funds to Phase 2.
7. Adequate water supply exists, or is planned, for the Beaumont Pointe development project to 2040 and beyond as outlined in Tables 9-6 through 9-9. BCVWD can meet the Project needs as well as BCVWD's existing demands and the demands of the other planned developments within BCVWD's service area which are listed in the BP WSA.
8. Multiple dry-year reliability analysis demonstrates that BCVWD will be able to meet its existing demands and the demands of the other planned developments within its service area which were listed in the BP WSA. BCVWD will supplement its existing supply sources during these dry periods with banked water in BCVWD's Beaumont Basin Groundwater Storage Account.

9. Pursuant to §10910 of the California Water Code (SB 610) and information provided in the BP WSA, BCVWD has determined that currently available and planned supplies are sufficient to meet the water demands of the proposed BP project in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years, as outlined in Tables 9-15 through 9-18.
10. Pursuant to the California Government Code Section 66473.7, (SB 221) BCVWD has determined that it has sufficient and adequate water supply available to serve the long-term needs of the Beaumont Pointe in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years, as outlined in Table 9-15 through 9-18.

11. REFERENCES

1. TTM 31570 – Legacy Highlands WSA, Beaumont Cherry Valley Water District, revised June 2020.
2. Hidden Canyon Industrial Park WSA, Beaumont Cherry Valley Water District, February 2019.
3. Beaumont Basin Watermaster 2017 Annual Report, March 2018.
4. Beaumont Basin Watermaster 2018 Annual Report, February 2020 draft
5. 2019 DWR State Water Project Delivery Capability Report, August 2020.
6. 2015 Urban Water Management Plan, Beaumont Cherry Valley Water District, adopted January 17, 2017; acknowledged by California Department of Water Resources, March 14, 2018.

Appendix C – Water Supply Assessment for Beaumont Point Development – Addendum #1 – August 2022

BEAUMONT-CHERRY VALLEY WATER DISTRICT

560 MAGNOLIA AVENUE

BEAUMONT, CALIFORNIA 92223

www.bcvwd.org

ADDENDUM #1 - WATER SUPPLY ASSESSMENT

for

BEAUMONT POINTE DEVELOPMENT

City of Beaumont, CA

DRAFT - January 17, 2022
FINAL – April 8th, 2022
FINAL Rev 1 – July 28th, 2022
FINAL Rev 2 – August 24th, 2022

Prepared by
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1 Background and Purpose for Addendum

1.1 Background

The Beaumont Pointe Development "Project", previously referred to as the Jack Rabbit Trail Development, is located in the City of Beaumont, CA. The Project will be a new 625-acre industrial, commercial, and recreational complex constructed south of the CA-60 freeway and northwest of the proposed Hidden Canyon Development. The Project will consist of general commercial/retail land uses and five large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space. The Project is currently proceeding with filing an EIR and seeking incorporation into the Beaumont Cherry Valley Water District (BCVWD) and, by association, the San Gorgonio Pass Water Agency (SGPWA).

The Project will be located in the Beaumont Cherry Valley Water District's ("District") sphere of influence. The Project's potable water (PW) and fire flow demands are proposed to be provided from the District's 2650 pressure zone, which currently serves the westerly part of the District's service area, south of Interstate 10 and west of Cherry Valley Blvd. As part of on-going water conservation efforts and the Project's plan of service with the District, all outdoor irrigation demands will utilize non-potable water (NPW) distributed by BCVWD.

From 2018 through 2021, the Project worked with the District to complete a Water Supply Assessment (WSA), dated April 13, 2021. The Beaumont Pointe Development WSA was originally based on the District's 2015 Urban Water Management Plan (UWMP) and continuously updated with the most current information from the SGPWA / District's "White Papers", which contained the most current updated calculations and projections for imported water supplied from SGPWA and local groundwater supplied from BCVWD for their committed service area. During the District's June 9th, 2021 Board Meeting, the 2021 Beaumont Pointe WSA was presented and approved by the District's Board of Directors. Subsequently, the District provided the Project with a conditional Will Serve Letter, which stipulated that the District will provide water service to the Project. The Project is currently working with the District on a Plan of Service document required by the Will Serve Letter.

In August 26, 2021, four months after approval of the Beaumont Pointe WSA, the District Board of Directors approved the 2020 BCVWD UWMP, updating the District's 2015 UWMP to be in compliance with State law. Specific to the Beaumont Pointe Development, the 2020 BCVWD UWMP incorporates the specific change in land use from residential to commercial, reducing the total water demand for the Project from 2,000 Equivalent Dwelling Units (EDUs) to 360.26 EDUs, a reduction of 82%. Additionally, the 2020 BCWD UMWP further defines the District's and City of Beaumont's commitment to using non-potable water, available from the City's upgraded Title 22 recycled water treatment plant and shallow aquifer wells, which are not suitable for direct potable water supply. This is consistent with the approved Beaumont Pointe Development WSA, which indicated 43.31% of the total demand could be supplied by BCVWD's non-potable water system. Doing so reduces the Project's imported and local ground water (potable) demand further, from 360.26 EDUs to 204.21 EDUs.

1.2 Purpose for Addendum

State law indicates that the WSA for a project shall utilize the most recent UWMP (See Water Code Section 10910 (c)3), which states that if the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from that plan in preparing the WSA. As mentioned above, the water demand information presented in the approved Beaumont Pointe WSA utilized the District's most up to date calculations from the "White Papers" and therefore, the water demand values are consistent with the adopted BCVWD 2020 UWMP. However, the approved Beaumont Pointe WSA also indicated that it was based on the BCVWD 2015 UWMP and therefore, the document did present tables and information about the general service areas from both the SGPWA and BCVWD 2015 UWMPs, which the Project wishes to now update with this Addendum. The BCVWD 2020 UWMP includes the Beaumont Pointe Development water demands and indicates that the District can meet its service area's water supply requirements under normal, single, and multiple consecutive dry years.

Since Beaumont Pointe Development's overall water demands did not change (outdoor irrigation demands will utilize NPW as discussed further), and since the updated BCVWD 2020 UWMP included the Project's demands and verified the District can satisfy the service area's demands under the required conditions, the purpose of this addendum is the following:

- Identify, summarize, and provide modified and/or replacement language to the Project's previously approved WSA for differences between the SGPWA and BCVWD 2015 and 2020 UWMPs referenced in the Project's WSA. Specifically, this includes the following:
    - As indicated in the BCVWD 2020 UWMP and the previously approved Beaumont Pointe Development WSA, update the Project's WSA to further define the use of NPW supplies for all outdoor irrigation demands.
    - Update the SGPWA and BCVWD data and tables presented in the Beaumont Pointe Development WSA with the current data and tables from agency's 2020 UWMPs.
    - Update the SGPWA and BCVWD data and tables for the projected future water supplies and demands of BCVWD for the required 20-year projection (through 2045) under normal, single, and multiple consecutive dry year conditions.
    - Add a new section summarizing the BCVWD 2020 Water Shortage Contingency Plan referenced in the BCVWD 2020 UWMP.

2 2021 Beaumont Pointe WSA Updates

As part of this addendum, the following lists the revisions, additions, and/or deletions that shall be made from the existing sections in the approved *April 13th, 2021 Water Supply Assessment for the Beaumont Pointe Development.*

Section 1. Introduction

Within Section 1, the second paragraph shall be removed and replaced with the following. This revision adds language reflecting the Project's utilization of NPW for all outdoor irrigation demands as discussed during the Project's Plan of Service. Additionally, this revision includes a brief introduction to the planning of the Project in the updated BCVWD 2020 UWMP.

> The Project was previously planned and included in the BCVWD's 2015 UWMP with a land use density of 2,000 equivalent dwelling units (EDUs) (previously identified as Jack Rabbit Trail). Based on the District's adopted EDU usage factor of 0.546 AFY/EDU, this equates to an estimated water demand of 1,092 AFY. The new Beaumont Pointe Development land use plan, consisting primarily of industrial warehouse buildings, estimates a density of 360.26 EDUs. The originally approved Beaumont Pointe Development WSA indicated that approximately 43.31% of the potable water demand from the 360.26 EDUs could be served by BCVWD's Non-Potable Water (NPW) system reducing the Project's potable water demand to 204.21 EDUs. As part of the Project's Plan of Service documents and ongoing water conservation efforts, the Project will be designed to utilize NPW for all outdoor irrigation demands.
>
> To clarify, when the District was preparing the basis for future water demands within the District's service area in the BCVWD's 2020 UWMP, the District utilized the potable water demands from the DRAFT November 2020 Beaumont Pointe WSA. This draft version of the Project's WSA identified the potable water demand as 221 EDUs as shown in Table 3-7 in the BCVWD's 2020 UWMP. Because the Project's updated land use plan has a potable water demand of 204.21 EDUs, the District's 2020 UWMP conservatively included the Project's anticipated potable water demands at 221 EDUs.

Section 3.1 Background

The fifth paragraph shall be removed and replaced with the following. This revision updates 2015 UWMP references with the applicable BCVWD 2020 UWMP updates showing the District's latest UWMP has considered the Beaumont Pointe Development in their updated water supply assessments.

> Like SB 221, SB 610 specific levels of supply reliability are not mandated (i.e., whether a specific level of demand can be met over a designated frequency); rather, the law provides that it is a local policy decision of the water provider as part of the planning process. As provided for in the law, the WSA can rely on the data in the latest UWMP in assessing the water demand of the proposed project relative to the overall increase in demands expected by BCVWD. The Beaumont Pointe development project site was included in Table 3-7 of BCVWD's 2020 UWMP (previously identified as Jack Rabbit Trail). The Project site was previously planned for the development of single-family residences with a land use density of, and corresponding water demand for, 2,000 equivalent dwelling units (EDUs). Based on the District's adopted EDU usage factor of 0.546 AFY/EDU, this equates to an estimated water demand of 1,092 AFY. The new Beaumont Pointe Development land use plan, consisting primarily of industrial warehouse buildings, estimates a density of 360.26 EDUs. The originally approved Beaumont Pointe Development WSA indicated that approximately 43.31% of the potable water demand from the 360.26 EDUs could be served by BCVWD's Non-Potable Water (NPW) system reducing the Project's potable water demand to 204.21 EDUs. As part of the Project's Plan of Service documents and ongoing water conservation efforts, the Project will be designed to utilize NPW for all outdoor irrigation demands.

To clarify, when the District was preparing the basis for future water demands within the District's service area in the BCVWD's 2020 UWMP, the District utilized the potable water demands from the November 2020 BP DRAFT WSA. This draft version of the Project's WSA identified the potable water demand as 221 EDUs as shown in Table 3-7 in the BCVWD's 2020 UWMP. Because the Project's updated land use plan has a potable water demand of 204.21 EDUs, the District's 2020 UWMP conservatively included the Project's anticipated potable water demands.

Section 3.2 San Gorgonio Pass Water Agency 2015 UWMP

Section 3.2 shall be removed and replaced with the following and the section title shall be replaced with "San Gorgonio Pass Water Agency 2020 UWMP". This section has been updated to reflect the changes in both the BCVWD and the SGPWA 2020 UWMP.

The Beaumont Pointe Development is located within the service area of the San Gorgonio Pass Water Agency (SGPWA or Pass Agency). BCVWD provided data to SGPWA on BCVWD's projected demands so the SGPWA could prepare their UWMP. Because the California Department of Water Resources (DWR) required the imported water suppliers to submit their UWMPs earlier than the retail agencies, BCVWD made some preliminary estimates of their demand over the 20-year projection period and provided the projections to SGPWA. These preliminary estimates deviated slightly from the actual demands in BCVWD's 2020 UWMP. Since the BP Project site was included in the demands in BCVWD's 2020 UWMP, it is considered to be included in the 2020 SGPWA UWMP, adopted by SGPWA Board of Directors on June 21st, 2021. Table 3-1 below is taken from Table 3-16 in the SGPWA 2020 UWMP.

Table 3-1 – Project Total Water Supply for SGPWA Region through 2045 (AFY)

Service Area Water Supply to Meet Demands	2025	2030	2035	2040	2045
City of Banning	9,473	10,198	10,853	11,565	12,278
Beaumont Cherry Valley	14,963	16,160	17,515	18,710	19,693
Yucaipa Valley WD (Riverside Portion)	1,509	1,841	2,174	2,507	2,839
South Mesa WC (Riverside Portion)	1,032	1,084	1,138	1,196	1,196
High Valley WD	3,400	3,600	3,900	4,100	4,300
Cabazon County WD					
Mission Springs (SGPWA area)					
Other SGPWA service area not served by named retailers					
Total SGPWA Boundary Supply to meet Demands	30,400	32,900	35,600	38,100	40,300

Note:
1. Table 3-1 is taken from Table 3-16 in the SGPWA 2020 UWMP.
2. The supply totals necessary to meet demands in the table above are rounded to the nearest 100.

In Chapter 1 of the SGPWA's 2020 UWMP, the UWMP stated the following.

"It is important to note that this UWMP [SGPWA 2020 UWMP] has been completed to address regional resource management and does not address the particular conditions of any specific retail water agency or entity within the SGPWA service area. The retail urban water suppliers within SGPWA service area are preparing their own separate UWMPs where required, though SGPWA has facilitated coordination among the retailers to assure consistency."

BCVWD recognizes and acknowledges the disclaimer statement within the 2020 Urban Water Management Plan prepared by the SGPWA related to regional planning. While the UWMP prepared by the SGPWA "…does not address the particular conditions of any specific retail water agency…" BCVWD relies upon the policies and practices of the SGPWA as a foundation for regional water supply solutions. In other words, while the SGPWA's regional planning document does not address local water conditions, BCVWD does rely upon the policies of the SGPWA to provide comprehensive regional solutions related to the use of imported water in the SGPWA area. As an example of the policies and practices adopted by the SGPWA and relied upon by BCVWD include, but are not limited, to the following:

- San Gorgonio Pass Water Agency, Ordinance No. 8, An Ordinance Establishing Rules and Regulations for SGPWA Water Service, February 7, 2005;
- San Gorgonio Pass Water Agency Strategic Plan, May 2012;
- San Gorgonio Pass Water Agency, Resolution No. 2014-02, A Resolution of the San Gorgonio Pass Water Agency Establishing a Policy for Meeting Future Water Demands, February 18, 2014;
- San Gorgonio Pass Water Agency, Ordinance No. 10, Ordinance Establishing Water Shortage Plan, July 21, 2014;
- San Gorgonio Pass Water Agency, Resolution No. 2015-05, Resolution of the Board of Directors of the San Gorgonio Pass Water Agency to Adopt Facility Capacity Fees for Facilities and Water, July 27, 2015;
- San Gorgonio Pass Water Agency, State of the Supply PowerPoint Presentation, September 30, 2016;
- San Gorgonio Pass Water Agency, Ordinance No. 13, An Ordinance Amending Rules and Regulations Regarding Authorization for Service, June 5, 2017.

Section 3.3 BCVWD's 2015 UWMP

Section 3.3 shall be revised as shown in red below. This Section has been updated to note the minor differences between the projections in the BCVWD's 2020 UWMP and the projections provided to SGPWA for their 2020 UWMP. Additionally, the section title shall be revised to state "BCVWD's 2020 UWMP".

There were some minor differences between the projections in BCVWD's 2020 UWMP and the projections provided to SGPWA for their 2020 UWMP. These differences stemmed from the need for BCVWD to provide preliminary demand projections early on so the SGPWA could meet their prescribed deadline.

BCVWD's demands for imported water are presented in BCVWD's 2020 UWMP (Table 6-24) and are repeated in Table 3-2 below. Table 3-2 shows the actual imported water demand to meet the potable water demand plus the banking water demand to ensure drought-proofing of future development. If imported water is not available in a given year, no banking will occur. But when imported water is available, any deficiencies from previous years would be "carried over" and "made up." As can be seen, there is a slight difference between the demands in Table 3-1 versus those shown above in Table 3-1.

Table 3-2 BCVWD Imported Water Needs from BCVWD 2020 UWMP

	2025	2030	2035	2040	2045
BCVWD Drinking Water Demand, AFY	9,144[2]	9,546[2]	9,966	10,717	11,281
Banking Demands, AFY	1,500	1,200	1,000	1,000	1,000
Total BCVWD Imported Water Demand, AFY	**10,644**	**10,746**	**10,966**	**11,717**	**12,281**

Note:
1. Taken from the BCVWD 2020 UWMP, Table 6-24
2. Includes imported water for non-potable water system since non-potable water system is supplied with potable groundwater.

Section 4.1 – Figure 2

Figure 2 shall be replaced with the following updated Figure 2. While the land use and acreage of the Beaumont Pointe Development project did not change, this Addendum updates Figure 2 of the previously approved WSA to no longer show the additional proposed conservation area south of the project.

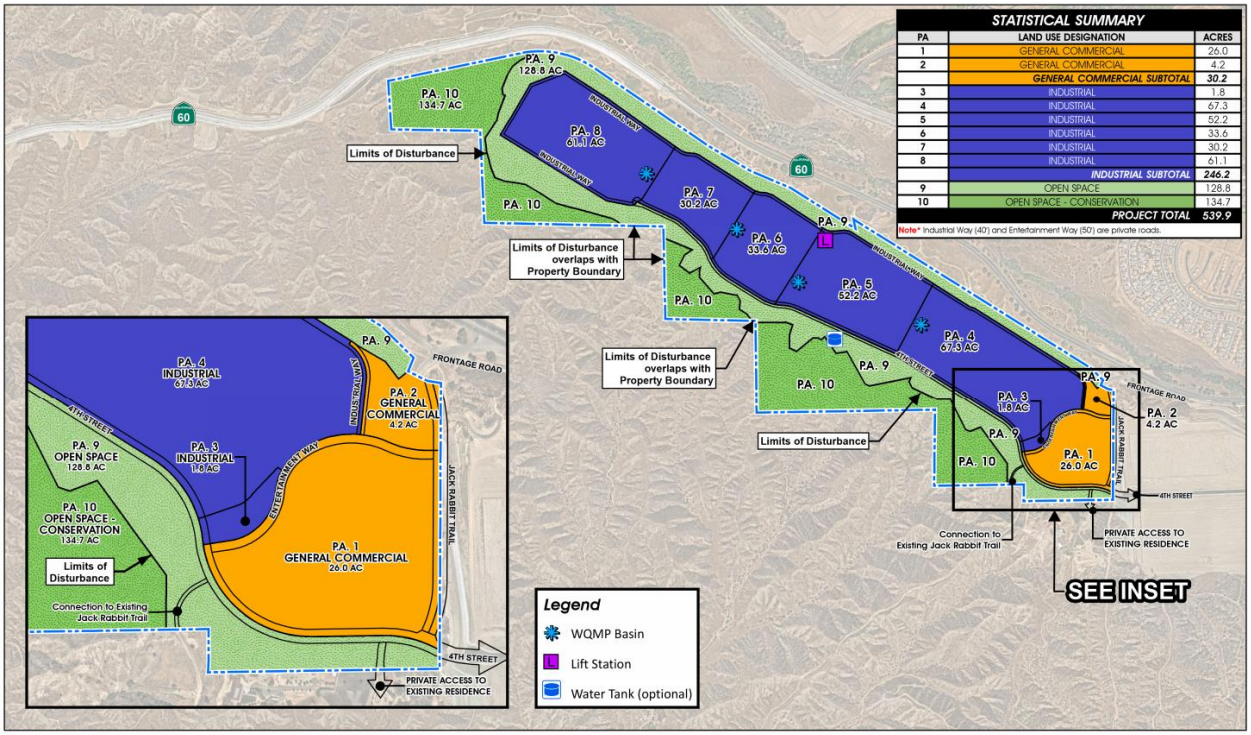


Figure 2 – Beaumont Pointe Land Use Plan

Section 4.1 – Project Description

The last paragraph in Section 4.1 shall be revised as shown in red below. These revisions will clarify the use of utilizing non-potable water for all outdoor irrigation demands.

> The project is required to adhere to the landscaping standards in the "Guide to California Friendly Landscaping", the City of Beaumont's, and Riverside County Landscaping Ordinances which requires water efficient landscaping. Pursuant to BCVWD requirements, and as part of ongoing water conservation efforts, all outdoor irrigation demands shall utilize non-potable water, and recycled water produced by the City of Beaumont and distributed by BCVWD as it becomes available.

Section 4.2 – Estimated Water Demand - Tables 4-2 Note 5 and 6

Notes 5 and 6 under Table 4-2 in the WSA shall be revised as shown in red below. These revisions clarify the potable water demand for the Project's latest land use plan, and the use of non-potable water for all outdoor irrigation demands.

> [5] Not Used
>
> [6] Represents demands that will be served by non-domestic water sources.

Section 4.2 – Estimated Water Demand - Tables 4-3 Note 4 and 5

Notes 4 and 5 under Table 4-3 in the WSA shall be revised as shown in red below. These revisions clarify the potable water demand for the Project's latest land use plan, and the use of non-potable water for all outdoor irrigation demands.

[4] Not Used

[5] Represents demands that will be served by non-domestic water sources.

Section 4.2 – Estimated Water Demand

The last paragraph shall be revised as shown in red below. These revisions clarify the reduced potable water demand shown in the BCVWD 2020 UWMP and the use of non-potable water for all outdoor irrigation demands.

Table 4-2 and 4-3 calculate the total estimated water demand at Beaumont Pointe Development buildout of 175,584 gpd, or 196.70 AFY. Based on BCVWD equivalent dwelling unit usage of 0.546 AFY per equivalent dwelling unit, this equates to 360.26 EDUs (196.70 AFY). Of the total water demand, the potable water demand is estimated to be 204.21 EDUs (111.50 AFY) and the non-potable water demand for outdoor irrigation is estimated to be 85.20 AFY, equivalent to 156.04 EDUs.

Section 5.1 – Overview of BCVWD's Water System and Operation – Table 5-1

Table 5-1 shall be revised as shown in red below. These revisions update the potable and non-potable water connections, average and maximum day demands to reflect the values listed in the BCVWD 2020 UWMP. Please note that the BCVWD 2020 UWMP does not include the total water pumped for 2020 and therefore this row was removed from Table 5-1.

Table 5-1 BCVWD Potable and Non-Potable Water Connection and Deliveries 2020

	Potable Water	Non-Potable Water	Total
Number of Connections	19,359	300	19,659[1]
Average Annual, MGD	10.8[2]	5.6[2]	16.4
Maximum Day, MGD	21.6[2]	6.7[2]	NA
Total Demand, AF[3]	10,845	1,647	12,492

Notes:
1. Taken from Section 3.1 the BCVWD 2020 UWMP.
2. Taken from Section 3.6 in the BCVWD 2020 UWMP.
3. The Total Demand shown does not include system losses.

Section 5.2 – Potable Water System

Section 5.2 shall be removed and replaced with the potable water system overview provided in the District's 2020 UWMP.

BCVWD's potable water system is supplied by wells in Little San Gorgonio Creek (Edgar Canyon) and the Beaumont Basin (sometimes called the Beaumont Storage Unit or the Beaumont Management Zone). The District has a total of 24 wells (1 well is a standby). One of the wells, Well 26, can pump into either the potable water or the non-potable water system. Currently, it is pumping into the non-potable water system.

The Beaumont Basin is adjudicated and managed by the Beaumont Basin Watermaster. BCVWD augments its groundwater supply with imported State Project Water from the SGPWA which is recharged at BCVWD's recharge facility at the intersection of Brookside Avenue and Beaumont Avenue. The Beaumont Basin Adjudication requires that the extracted amount of water from the Basin must be replaced.

Wells in Edgar Canyon have limited yield, particularly in dry years, and take water from shallow alluvial and fractured bedrock aquifers. Wells in the Beaumont Basin are large capacity and pump from deep aquifers – some as deep as 1,500 ft below the ground surface. The Edgar Canyon wells are very inexpensive to operate and are the preferred source due to there being no replenishment requirement like the Beaumont Basin; however, those wells are not able to meet the current average day demand. The Edgar Canyon wells pump to a gravity transmission main that extends the full length of the District-owned properties in Edgar Canyon. The transmission main connects to the distribution system in Cherry Valley. Water from the Edgar Canyon Wells, which is not used in the developed areas adjacent to Edgar Canyon or Cherry Valley, is transferred to lower pressure zones serving the City of Beaumont. The Edgar Canyon Wells provide about 15 to 20 percent of the total annual supply; the rest is pumped from wells in the Beaumont Basin supplemented by recharged imported water.

BCVWD has two active stream diversion locations within Little San Gorgonio Creek (Edgar Canyon) that are in the State Water Resources Control Board, Division of Water Rights database (S014351, S014352). The diversions have pre-1914 recorded water rights amounting to 3,000 miner's inch hours (MIH) or approximately 45,000 AFY of right for diversion of water for domestic and irrigation uses. These date back to the early history of the District. However, the District has never had a demand that requires such large quantities of water supply; and the watersheds may not be capable of supplying such quantities during an average year. At the present time, the District currently diverts streamflow in Edgar Canyon to a series of percolation ponds which recharge the shallow wells in Edgar Canyon. This water is then extracted for domestic purposes.

BCVWD's total well capacity (Edgar Canyon and Beaumont Basin) is about 27.5 mgd with the largest well out of service, which is greater than the current 21.6 mgd maximum day demand (2020). The District has 11 pressure zones and 14 reservoirs (tanks) ranging in size from 0.5 MG to 5 MG. Total storage is approximately 22 MG –just over two average days or just over one maximum day. The reservoirs provide gravity supply to their respective pressure zones. The BCVWD's potable system is constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone reservoir. There are booster pumps in the system to pump water up from a lower pressure zone to a higher pressure zone also.

The transmission system in the main pressure zones is comprised of 24-in diameter pipelines (there are some 30-in diameter pipelines at some reservoirs). The bulk of the transmission system is ductile iron pipe with cement mortar lining and was installed in the last 10 to 15 years. There are a number of small distribution lines (4-in and smaller) that are gradually being replaced over time with minimum 8-in diameter ductile iron pipe. All developments, since the early 1980s, have installed mortar lined, ductile iron pipe. The distribution system is capable of providing over 4,000 gallons per minute (gpm) fire flow in the industrial/commercial areas of the service area.

Section 5.3 – Imported Water and Recharge Facilities

Section 5.3 shall be removed and replaced with the Imported Water and Recharge Facilities overview provided in the District's 2020 UWMP.

Around 2001, BCVWD began investigating an 80-acre site on the east side of Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard as a location for a facility to recharge captured storm flow and imported water. After extensive hydrogeologic investigations, including pilot testing, the District eventually purchased the site (known as the Oda Property) and developed Phase 1 of the recharge facility on the westerly half of the site. The Phase 1 facilities were completed and went online in late summer 2006. Phase 2 of the recharge facility was completed in 2014. The 80-acre site has excellent recharge capabilities with long-term percolation rates around 7 to 10 acre-ft/acre/day, with proper maintenance.

The District completed construction of a 24-in pipeline from the SGPWA turnout on East Branch Extension (EBX) of the State Water Project to the District's recharge facilities in 2006. A metering station was installed at the turnout at Noble Creek and Vineland Avenue and BCVWD began taking imported water deliveries from SGPWA for recharge in September of 2006. In 2019, the EBX facility was expanded to allow for additional imported water capacity. Since its operation in 2006 through the end of 2020, nearly 108,900 acre-ft (about 35.5 billion gallons) of imported water have been recharged. As of the end of 2020, BCVWD has 39,750 acre-ft "banked" in the Beaumont Basin; this is more than a three-year supply.

The District is also currently working with Riverside County Flood Control and Water Conservation District to complete the MDP Line 16 Project, which will allow the District to capture and recharge stormwater at the Phase 2 recharge facilities. The expected volume of stormwater able to be recharged is approximately 250 AFY. Construction is expected to begin in 2021 and be completed by fall 2022.

Section 5.4– Non-potable (Recycled) Water System

Section 5.4 shall be removed and replaced with the Non-potable (Recycled) Water System overview provided in the District's 2020 UWMP. The purpose of including this section will be to identify the current and future operating NPW systems and their source of NPW.

Currently, BCVWD has over 40 miles of non-potable water transmission and distribution pipelines (6-in and larger) in-place. This construction has occurred since about 2002. A 24-in diameter ductile iron pipeline forms a loop around the City of Beaumont. The system includes a 2 million gallon recycled (non-potable) water reservoir which provides gravity storage and pressurization for the system. The 2 MG non-potable water reservoir is configured to receive potable water or untreated State Project Water (SPW) through air gap connections. The non-potable water system can have a blend of recycled water, imported water, non-potable groundwater, and potable water. The 2 MG reservoir is located at the District's groundwater recharge facility at Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard. There are about 300 existing landscape connections to the recycled water system receiving about 1,600 acre-ft of water based on 2020 water meter records (in 2019, the non-potable water demand was 1,540 acre-ft). The effects of increased development in the District's service area impacted the non-potable system too.

A large part of the non-potable water system is currently supplied from Well 26 and supplemented with potable water which is introduced into the 2 MG non-potable water tank through an air gap connection. The non-potable water system in the Tournament Hills and Fairway Canyon area is currently supplied with potable water through temporary interconnections between the potable and non-potable water system.

BCVWD is currently working with the City of Beaumont to secure recycled water for use in the non-potable water system. As of the end of 2020, the City is nearing the completion of the

expansion and upgrade of its existing wastewater treatment facility to bring it to 6 MGD capacity and will be installing a new membrane bioreactor (MBR) treatment unit followed by reverse osmosis membrane treatment. A brine line from the treatment plant to the Inland Empire Brine Line (IEBL) in San Bernardino was constructed in 2020. Upon the availability of recycled water from the City, the non-potable system will be completely severed from the potable system.

A memorandum of understanding between BCVWD and the City for recycled water purchase and use was signed in July 2019 and the City and BCVWD are in the process of finalizing an agreement for purchase of recycled water through an ad-hoc committee consisting of City Council members and BCVWD Board Members.

The Regional Water Quality Control Board (RWQCB) has ordered the City to be in compliance with the maximum benefit provisions, which include providing recycled water for beneficial use, by November 30, 2020. Construction completion has been delayed due to wet weather and the Covid-19 virus shutdown.

When the demand for recycled water for landscape irrigation is less than the supply available (winter months), BCVWD may ultimately recharge surplus recycled water at BCVWD's groundwater recharge facility or some alternative facility with appropriate treatment and permits. Recycled water use and recharge is permitted by the Beaumont Basin Adjudication.

Section 6.1 Regional Water Supply Demand Spreadsheet Models

As required by SB610, a Project's WSA must identify other public water systems that receive water from the same source as the public water system. Since BCVWD relies heavily on imported water from the SGPWA, updated numbers from the other regional retail agencies and their estimated current and future water demands were listed in the original Project's WSA. Therefore, Table 3-16 from the 2020 SGPWA UWMP is shown below and is intended to update the water supply demands for the different SGPWA service areas described in Section 6.1.1 through Section 6.1.3 in the original WSA.

Table 6-1: Projected Total Water Supply for SGPWA Region through 2045 (AFY)

Service Area Water Supply to Meet Demands	2025	2030	2035	2040	2045
City of Banning	9,473	10,198	10,853	11,565	12,278
Beaumont Cherry Valley	14,963	16,160	17,515	18,710	19,693
Yucaipa Valley WD (Riverside Portion)	1,509	1,841	2,174	2,507	2,839
South Mesa WC (Riverside Portion)	1,032	1,084	1,138	1,196	1,196
High Valley WD	3,400	3,600	3,900	4,100	4,300
Cabazon County WD					
Mission Springs (SGPWA area)					
Other SGPWA service area not served by named retailers					
Total SGPWA Boundary Supply to meet Demands	30,400	32,900	35,600	38,100	40,300

Note:
1. Taken from Table 3-16 in the SGPWA 2020 UWMP
2. The supply totals necessary to meet demands shown in the table above are rounded to the nearest 100.

Section 6.1.3.1 – City of Beaumont Development and Section 6.1.3.2 Cherry Valley Growth and Development.

Section 6.1.3.1 and 6.1.3.2 in the Beaumont Pointe Development WSA listed the major development projects in the BCVWD service area and their estimated existing and future EDUs. This allowed for the Supply-Demand Model for BCVWD to be projected for the next 20 years. The following is intended to replace Sections 6.1.3.1 and 6.1.3.2 in the Project's WSA and is taken from the District's updated 2020 UWMP.

Historic and current populations for the District's service area were extracted from the District's 2015 UWMP are presented in Table 6-2 (Table 3-4 from the BCVWD 2020 UWMP) as the District is still awaiting the results of the 2020 census. There were some adjustments to account for the latest census data. The data in Table 6-2 came from several sources:

- 1980 and 1990 populations and household information – U.S. Census Bureau, 2000 Census of Population and Housing, Population and Housing Unit Counts, PHC-3-6, California, Washington D.C., 2003. This data was used for the City of Beaumont. Data for Cherry Valley for this period was estimated.

- 2000, and 2010, 2015, and 2019 population and household information – U.S. Census Bureau American Fact Finder for Beaumont, CA and Cherry Valley CDP12, CA.

- 2020 Population- Estimated for Cherry Valley based on historic growth from 2018. Estimate for the City of Beaumont based on housing completions from City Planning Department, Major Project Status for period 2010 through 2019, and District staff discussions with various developers regarding construction progress for major projects in the District's service area (ongoing projects discussed herein).

Table 6-2: Historical Population and Housing

	1980	1990	2000	2005	2010	2015	2020
City of Beaumont							
Population	6,818	9,685	11,384	19,105	36,877	43,370	51,647
Households	2,852	3,718	3,881	6,307	11,801	12,759	
People/Household	2.39	2.60	2.93	3.03	3.12	3.18	
Housing Units			4,258	6,949	12,908	13,563	
Occupied Housing Units			3,881	6,307	11,801	12,759	
Cherry Valley							
Population	5,012	5,945	5,891	6,126	6,362	6,595	7,610
Households	2,023	2,530	2,310	2,416	2,612	2,692	
People/Household	2.48	2.35	2.55	2.54	2.44	2.45	
Housing Units			2,627	2,750	2,874	2,903	
Occupied Housing Units			2,434	2,523	2,612	2,692	
Total							
Population	11,830	15,630	17,275	25,231	43,239	49,965	59,258
Households	4,875	6,248	6,191	8,723	14,413	15,451	
People/Household	2.43	2.5	2.79	2.89	3.00	3.23	
Housing Units			6,885	9,699	15,782	16,466	
Occupied Housing Units			6,315	8,830	14,413	15,451	

Notes
1. Taken from Table 3-4 in the 2020 BCVWD UWMP.

Figure 6-1 shows the population growth in the City of Beaumont and Cherry Valley from 1980 to 2020. The population after 2015 was estimated as described for Table 6-2.

The data in Table 6-2 and Figure 6-1 shows a very rapid growth for the City of Beaumont between the years 2000 to 2020. Nearly 2/3 of this growth occurred between 2000 and 2010 based on building permits issued by the City of Beaumont. The high rate of growth decreased after 2010 following the economic turndown in the U.S. and California in 2008 which continued for several years. The rate of growth in the District's service area has increased again after 2015 after the start of the economic recovery. The population in Cherry Valley remained relatively constant since 1990. The community of Cherry Valley did not experience the same growth spurt that occurred in the City of Beaumont and other areas in Western Riverside County.

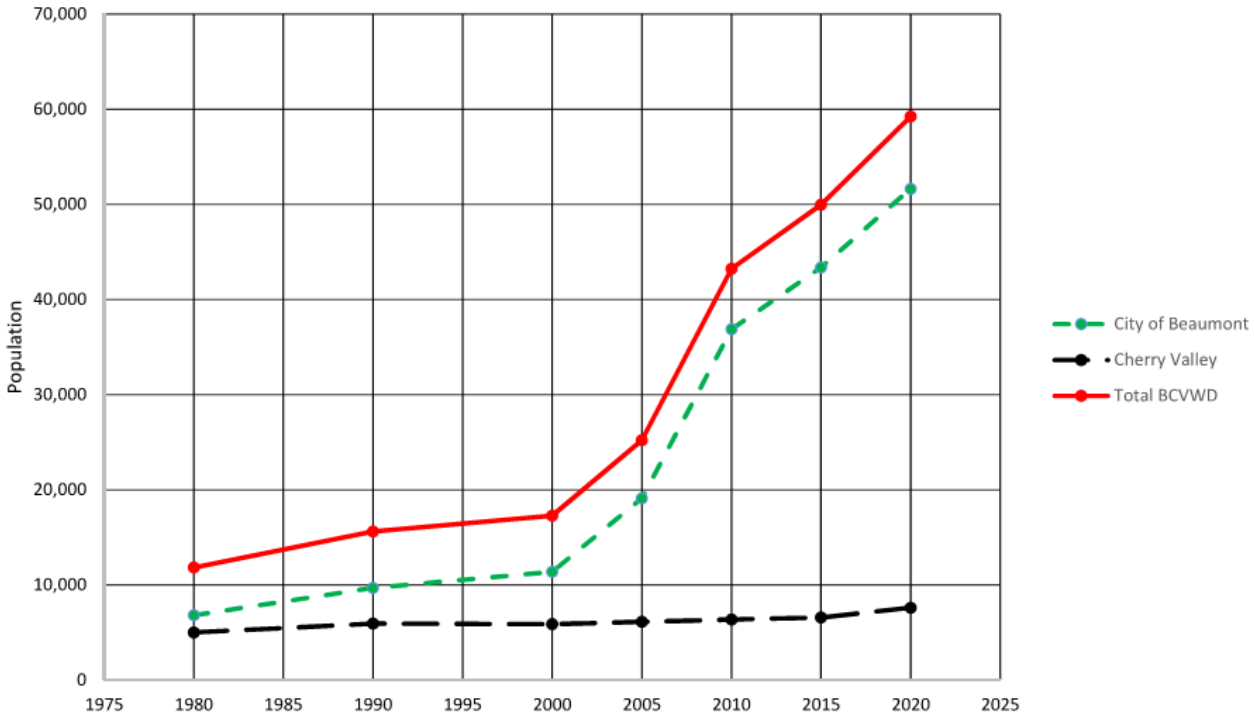


Figure 6-1: Historical Population Growth in District

Figure 6-1 shows the number of single-family home building permits issued in the City of Beaumont for the year 2010 through 2019 (February 2020). BCVWD projects that approximately 500 single family home building permits were issues in 2020. Although not shown in Figure 6-1, the permits started picking up in 1999-2000 and reached their peak in 2005 with nearly 2,300 new home permits issued for that year. The number of permits for new homes declined to a low of 169 in 2011. Over the last 10 years (2011-2020), permit averaged 450 per years; over the last 5 years (2016-2020), permits averaged 541 per year. The 20-year average has been 693 per year. Future growth will likely be in the range of 350 to 650 permits per year, although some developers have project slightly higher amount in their build-out forecasts.

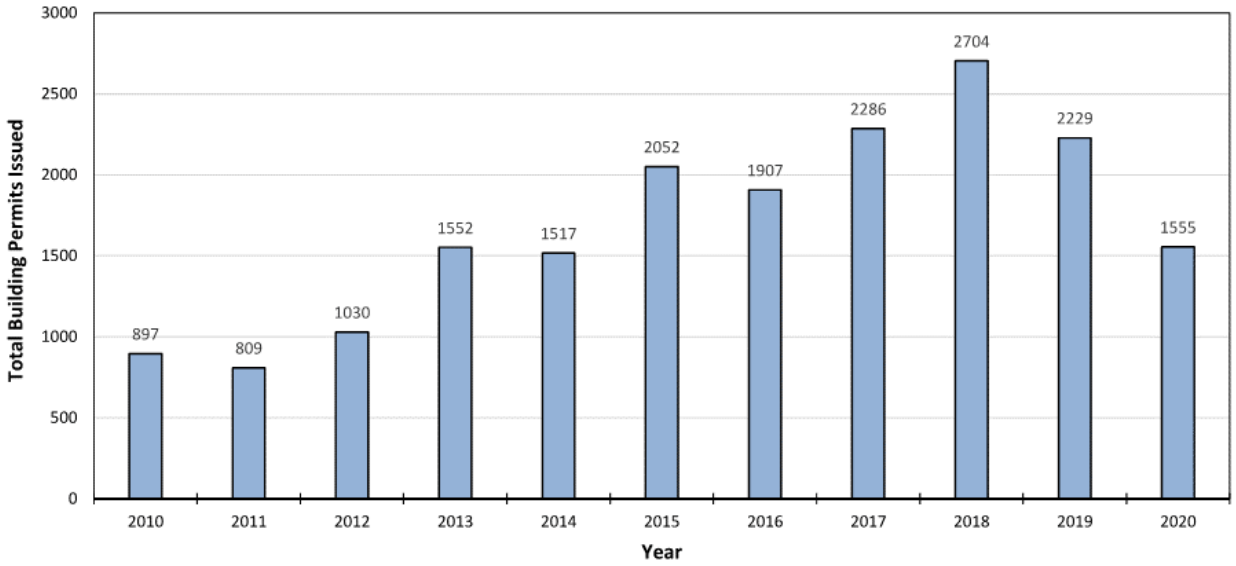


Figure 6-2: Growth in Beaumont as Shown by Single Family Home Building Permits

BCVWD uses Equivalent Dwelling Units (EDUs) to project water demands, water supply needs, and estimated population growth in the service area. Review of the City of Beaumont's Major Project Status Report listed six projects that were currently under development (on-going construction). These are listed in Table 6-3 below. It appears there are about 3,155 EDUs in the current on-going projects yet to the constructed as of February 2021.

Table 6-4 presents a list of other projects in various stages of approval the City of Beaumont. The total number EDUs is estimated to about 9,200.

Table 6-3: Projects within BCVWD Service Area Under Construction

Development Name	Total Anticipated EDU's	Estimated Housing Units Yet to be Constructed (Feb. 2021) [16]	Estimated Build-out Year
Sundance	4,450	808	2027
Fairway Canyon SCPGA	3,300	1,650	2035
Olivewood (Heartland)	981	697	2030
Hidden Canyon Industrial Park (Beaumont Distribution Center)	Industrial	-	2021
Sundance Corporate Center	Commercial	-	2021
Totals	**8,731**	**3,155**	

Note:
1. Taken from Table 3-6 in the BCVWD 2020 UWMP

The housing units yet to be constructed in Table 6-3 plus the EDUs in the other projects in Table 6-4 total about 12,400 EDUs in the City of Beaumont. This would result in an increase in population of about 35,000 people based on 3.28 people per EDU (average density for the City of Beaumont). This would bring the total Beaumont population to about 95,000. Based on the estimated build-out year for each project in Table 6-4, this population would not occur until after 2045.

Table 6-4: Other Projects within BCVWD Service Area or Sphere of Influence

Development Name	Total Probable EDU's	Estimated Build-out Year	Status (April 2021)
Beaumont Industrial Park (Industrial) [1,2]	70	2040	
Beaumont Downtown District	900	Unknown	
Beaumont Village (Mixed Use) [1,2]	2350	Unknown	
Beaumont Pointe (Jack Rabbit Trail – Commercial/Industrial) [1]	221	2027	
CJ Foods (Industrial)	225	2023	Incremental EDU increase per year, beginning 2018 and ending in 2023
Dowling Orchard (Industrial)[1,2]	50	Unknown	
Potrero Logistics (Hidden Canyon II) [1,2]	59	2031	
I-10 & Oak Valley Parkway (Commercial)[1]	200	2035	
Kirkwood Ranch	391	2040	Specific Plan (1991), Tent. Tract Map 27357 Approved
Loma Linda/BUSD (Commercial/Industrial)[1,2]	100	2040	
MCM Chicken Ranch (Industrial) [1,2]	50	2045	
Noble Creek Vistas (Tract 29522)	298	Unknown	
Noble Creek Meadows (Tract 29267)	274	2025	
Oak Creek Village*(Commercial) [1,2]	100	Unknown	
Oak Valley Parkway/Oak View Drive (Commercial) [1,2]	75	Unknown	
Olivewood (Commercial) [1,2]	40	2035	
Potrero Creek Estates [1,2]	700	Unknown	Specific Plan (1989)
Riedman Properties (Merlin Properties)	140	2035	

Note:
1. Taken from Table 3-7 in the BCVWD 2020 UWMP

Table 6-4 Cont.: Other Projects within BCVWD Service Area or Sphere of Influence

Development Name	Total Probable EDU's	Estimated Build-out Year	Status (April 2021)
SDC Fairway Canyon Commercial[1,2]	75	Unknown	
Sunny Cal Egg Ranch	529	2040	
Taurek	244	Unknown	
Legacy Highlands (Residential, Commercial, Industrial)[2]	2,542	Unknown	
Tournament Hills Phase 3, (TM 36307)	284	2028	Tract 36307, Amendment to Oak Valley Specific Plan Approved
Oak Valley Towncenter (NW Corner Beaumont Avenue & Oak Valley Parkway)	60	2030	
Manzanita (Tract 32850)	95	2035	
Xenia Apartments[3]	100	2029	
Totals	**9,272**		

(1) Commercial/Industrial "EDUs" determined based on 0.546 AFY/EDU, or approximately 487 gal/EDU/day.
(2) District staff estimated EDUs due to project not fully entitled.

Note:
1. Taken from Table 3-7 in the BCVWD 2020 UWMP

Prior "proposed" projects equivalent dwelling units within the BCVWD service area were estimated at 12,544 (Legacy Highlands WSA, June 2020). The Beaumont Pointe Development project site was previously planned with a land use density of 2,000 equivalent dwelling units (EDUs). The new Beaumont Pointe Development land use plan estimates a significantly reduced density of 360.26 EDUs, representing a reduced site density by 82 percent. The originally approved Beaumont Pointe Development WSA indicated that approximately 43.31% of the potable water demand from the 360.26 EDUs could be served by BCVWD's Non-Potable Water (NPW) system reducing the Project's potable water demand to 204.21 EDUs. As part of the Project's Plan of Service documents and ongoing water conservation efforts, the Project will be designed to utilize NPW for all outdoor irrigation demands or approximately 156.04 EDUs.

To clarify, when the District was preparing the basis for future water demands within the District's service area in the BCVWD's 2020 UWMP, the District utilized the potable water demands from the November 2020 BP DRAFT WSA. This draft version of the Project's WSA identified the potable water demand as 221 EDUs as shown in Table 6-4. Because the Project's updated land use plan has a potable water demand of 204.21 EDUs, the District's 2020 UWMP conservatively included the Project's anticipated potable water demands.

Table 6-5: Summary of New EDUs in BCVWD Service Area

	Cumulative New EDUs					
	2020	2025	2030	2035	2040	2045
Beaumont	1947	4026	6293	8732	10693	12502
Cherry Valley	14	40	97	158	228	262
Total	1961	4066	6390	8889	10922	12764
Average New EDUs/year	654	421	465	500	406	368

Note:
1. Taken from Table 3-8 in the BCVWD 2020 UWMP

Based on the past history of building permits in the City of Beaumont, presented previously in Figure 6-2, an average of 470 EDUs per year for the period 2020 through 2045 shown in Table 6-5 is believed to be a reasonable market assimilation rate for the area. Table 6-6 shows the growth in population for Beaumont, Cherry Valley and BCVWD, as a whole, based on the anticipated EDU growth shown in Table 6-5.

Table 6-6: Current and Projected Population in BCVWD Service Area

	Based on Expected EDU Growth in Table 3-8					
	2020	2025	2030	2035	2040	2045
Beaumont	51,647	58,467	65,901	73,901	80,335	86,266
Cherry Valley	7,610	7,682	7,838	8,005	8,197	8,290
Total	59,258	66,149	73,739	81,906	88,532	94,556

Note:
1. Taken from Table 3-9 in the BCVWD 2020 UWMP

The growth in EDUs in Table 6-6 was the basis for projecting the water demand in the 2020 UWMP and is presented in future sections of this WSA addendum.

The BCVWD service area build-out or “saturation” population was determined using the City of Beaumont’s Zoning Map and Table 3.2a from the City’s General Plan (2020) to determine the total areas of the various zoning categories in the District’s SOI. Actual GIS data was obtained from the City and integrated into the District’s GIS system to determine the land uses within the District’s SOI. The zoning designation includes a range of dwelling units/acre. Table 3.2 from the City’s General Plan Update includes the estimated number of residential units per land use category.

A similar approach was used for Cherry Valley, only the data from Riverside County General Plan, Pass Area Land Use Plan was used. Again, the GIS data set was obtained from the County and integrated into the District’s GIS system to determine the land use category areas within the District’s SOI.

BCVWD believes the build-out population for the SOI will increase from that presented in the 2015 UWMP, but the increase is yet to be determined. Build-out will not occur until sometime after 2045. Build-out population is valuable to determine ultimate water demands and ultimate facility requirements.

Section 6.1.3.3 – Supply Demand Model for BCVWD

Section 6.1.3.3 shall be removed and replaced with the following updates from the BCVWD 2020 UWMP. As required by the SB610, the Project's WSA shall discuss the public water systems water supplies available during normal conditions for existing and future conditions in 5 year periods for 20 years. To update Section 6 and to provide a 20-year outlook based on the BCVWD 2020 UWMP, the following is intended to replace Section 6.1.3.3 based on providing a 20-year projection.

BCVWD's current and future water sources can be summarized in the Table below and as described below. As shown in the table above, the total BCVWD demand is less than the total available supply showing BCVWD will have sufficient water supplies for the Project under normal operating conditions.

Table 6-7: Current and Future Water Sources Available to BCVWD

Water Source	Current	Future
Groundwater, Edgar Canyon	●	●
Groundwater stored in the Beaumont Basin	●	●
Imported Water purchased through SGPWA	●	●
Recycled water for landscape irrigation		■
Recycled water for groundwater recharge from the City of Beaumont		Potential
Storm Water Capture and Recharge from Edgar Canyon, Noble Creek and other local watershed		■
Urban Storm Runoff captured in detention and water quality basins		■
Captured, nitrate-contaminated shallow groundwater from Edgar Canyon to supplement non-potable water system		Potential
Singleton Basin groundwater		Potential
San Timoteo Basin groundwater to supplement non-potable water system		■
Joint Projects with Other Agencies with Exchanges		Potential
Sites Reservoir		Potential

● Firm, existing source ■ Firm, future source

Note:
1. Taken from Table 6-1 in the BCVWD 2020 UWMP

BCWD's source of supply consists of:

- **Edgar Canyon (Little San Gorgonio Creek) Groundwater –** BCVWD has long-term records on pumping. From 1957 to 2020, a period of 64 years, the average production from the Edgar Canyon Wells is 1,881 AFY. However, prior to 1983, the ability to utilize the water pumped from Edgar Canyon was limited due to a lack of sufficient conveyance capacity to deliver water from Edgar Canyon to Cherry Valley and Beaumont. In 1983,

the District installed the 14-in Edgar Canyon Transmission Main which enabled larger quantities of water to be conveyed from Edgar Canyon to Cherry Valley and Beaumont. From 1983 to 2020, a period of 38 years, the average amount pumped was 2,073 AFY. This is far more indicative of Edgar Canyon's ability to produce water. As shown in Table 6-7 in the BCVWD 2020 UWMP the Edgar Canyon Wells produced about 10% of the District's annual demand (potable and non-potable) in 2020.

- **Beaumont Basin**
  - **Overlier Potable and Non-Potable Water Forbearance** – is credited to a water supplier by Watermaster for any potable and/or recycled water provided to an overlying party or an overlying party's land. The overlier forbears pumping the equivalent amount of water supplied and the appropriator then has the right to pump the volume of water forgone by the overlier. This is done through the Basin Watermaster who transfers forgone water to the appropriator's groundwater storage account on an annual basis.

  - **Reallocated Unused Overlier Pumping Rights** – All of the "safe yield" from the Beaumont Basin is allocated to the overlying parties (overliers). Each overlier was given a share of the safe yield and was allowed to pump no more than five times that share in any five-year period. Most, if not all, of the overliers do not pump their entire share of the safe yield. The amount of groundwater not produced by an overlying party shall be available for allocation to appropriators in accordance with their percentage shares of unused safe yield stated in the Adjudication Exhibit C3. BCVWD's share is 42.51% of the unused overlier pumping rights. The Beaumont Basin Watermaster administers this reallocation and transfers the appropriate amounts into the appropriators' storage accounts on an annual basis.

  - **Return Flow Credits** – Return flow is defined as the portion of water which is applied to the land which is not evaporated or evapo-transpired and which ultimately percolates (returns) to the groundwater table and which can be re-extracted for use. Return flows originate from irrigation of agricultural land and lawns and landscaped areas in rural and urban settings and from deep percolation of septic tank effluent in unsewered areas, e.g., Cherry Valley. In most adjudicated groundwater basins, credit is given to the supplier of water which is used on land overlying the groundwater basin and which percolates back or "returns" to the groundwater. Watermaster provided annual return flow estimates from various land uses in Table 3 of the Safe Yield Report and were used in estimating current and future return flow credits.

- **Storm Water** – Stormwater capture plays a significant role in BCVWD's local water resources supply development. Diverted stormwater is/will be routed to percolation ponds capable of recharging the groundwater basins. The District currently has stormwater diversion located in the Upper and Middle of Edgar Canyon

  - **Potential Stormwater Capture Projects** – The District has a number of potential stormwater capture projects as summarized in Table 6-8 with their potential estimated stormwater capture flows shown in Table 6-9.

Table 6-8: Potential Stormwater Capture Projects

Project	Brief Description
Soft plug in Noble Creek at BCVWD Groundwater Recharge Facility	Large flows which would bypass the spreading basins at the mouth of Edgar Canyon (Figure 6-10 above) could still be captured. Provide "soft plug" in lined portion of Noble Creek channel and divert flows into BCVWD's recharge facility. (Note that only extreme flows actually make it out of the canyon). Estimated Yield – 500 AFY.
Stormwater Capture Noble Creek	Noble Creek flows could be desilted on property owned by BCVWD (15.7 acres) along Noble Creek upstream of Noble St and west of Cherry Ave. Unfortunately, this area is not over the Beaumont Basin, but the property could be used for desilting basins with the desilted water released back into Noble Cr. and recaptured at a soft plug in the lined channel and diverted into the District's recharge site. Estimated Yield = 400 AFY.
Marshall Creek s/o Elm to I-10	There is a significant amount of urban runoff from the developed area east of Beaumont Ave, between Oak Valley Parkway and Brookside Ave. which could be captured in the soft bottom of Marshall Creek using training dikes to prevent the water from going under the I-10 bridge. There is about 300 ac of urban drainage. Estimated Yield = 150 AFY.
Beaumont MDP Line 16	Approximately 517 acres of area could be intercepted by a storm drain along Grand Ave. and conveyed to the District's Recharge facility. This water is relatively free of sediments and runoff is generated with even the slightest amount of rainfall. Refer to Table 6-11 for estimates of stormwater capture.
Sundance Urban Runoff	Eighth St., Cherry Ave., and Starlight Ave. Basins capture runoff from the Sundance development. These basins capture runoff effectively, but percolation needs to be improved. Refer to Table 6-11 for estimates of stormwater capture.

Note:
1. Taken from Table 6-8 in the BCVWD 2020 UWMP.

Table 6-9: Summary of the Urban Runoff Drainage Areas and Retention Basin Volumes

Facility	Drainage Area, acres	Basin Volume, acre-ft
Beaumont MDP Line 16	517	90
Cherry Ave Basin	426	240
Eighth St. Basin	475	128
Starlight Basin	250	32

Note:
1. Taken from Table 6-11 in the BCVWD 2020 UWMP.

- **Non-Potable Groundwater**

  - **Mouth of Edgar Canyon (Potential)**– High nitrate groundwater located at the mouth of Edgar Canyon can supplement the recycled water/non-potable water system flow in the summer, high demand months, making well water available for potable water use. BCVWD believes as much as 300 AFY can be captured and reused.

  - **San Timoteo Creek (Potential)** – San Timoteo Canyon Extraction Wells to capture groundwater from the Beaumont Basin flowing into San Timoteo Canyon and also to capture City of Beaumont wastewater flow discharged to Cooper's Creek once the water has percolated and is no longer available for habitat

maintenance. It is estimated that 400 to 800 AFY can be captured and put into the recycled water/non-potable water system to meet summertime demands.

- **Recycled Water –** The District is currently in the process of finalizing its Non-Potable Water Master Plan, which includes more current non-potable system facility requirements and recycled water supply projections. The non-potable/recycled water supply data provided in this WSA addendum are consistent with the District's 2020 UWMP. The non-potable/recycled water supply projections are considered draft as of the date of approval of this Addendum 1. Data from the BCVWD 2020 UWMP is used for consistency.

  BCVWD is currently working with the City of Beaumont to distribute Title 22 recycled water produced at the City of Beaumont's Treatment Plant No. 1. Phase 1 of the City's wastewater treatment plant construction has been completed, increasing the rated capacity from 4 MGD to 6 MGD. Process upgrades include redundant coarse screens, a grit removal system, a flow equalization basin, a fine screen system, an activated sludge process coupled with a new MBR system followed by a partial RO, and a new UV disinfection system. The City submitted a Title 22 Recycled Water Engineering Report to the Santa Ana Regional Water Board in September 2019 and is awaiting formal comment. Another component to the treatment facility upgrades is the construction of a 12-inch diameter gravity pipeline from the Beaumont WWTP to the nearest connection point in the Inland Empire Brine Line (IEBL) to dispose of the brine waste generated by the upgraded treatment facility. Construction of the brine line was completed around early 2020 and is approximately 23 miles long.

  BCVWD continues to work with the City relative to recycled water. Historically, the City of Beaumont's effluent has experienced TDS concentrations of about 400 mg/L, which is an excess of the Regional Board's Maximum Benefit Water Quality Objectives for the Beaumont Basin. With the implementation of the reverse osmosis system, the recycle water from the City will be treated to a high-level and should have no issue in achieving the Maximum Benefit Water Quality Objectives.

  Table 6-10 below lists the estimated recycled water produced, the recycled water that must be reserved for habitat mitigation (1.8 mgd), and the net amount of recycled water available for recycling. Please note that not all the wastewater can be recycled due to onsite recycled water demands and reject water from the reverse osmosis process.

Table 6-10: Recycled Water Available from City of Beaumont's WWTP

Year	2020	2025	2030	2035	2040	2045
City of Beaumont Population	51,663	59,261	67,104	74,891	79,522	81,513
Wastewater Generation Flow Rate, gpcd	70	67.5	65	65	62	60
Wastewater Flow, mgd	3.62	4	4.36	4.87	4.93	4.89
Environmental Mitigation Flow, mgd	1.8	1.8	1.8	1.8	1.8	1.8
Wastewater Available for Recycling, mgd	1.82	2.2	2.56	3.07	3.13	3.09
Estimated amount which can be recycled, mgd	1.45	1.8	2.13	2.58	2.64	2.6
Estimated amount which can be recycled, AFY	1,630	2,017	2,381	2,892	2,955	2,915
Estimated amount which can be recycled, AF/month	136	168	198	241	246	243
Estimated amount which can be recycled, gal/min	1,020	1,260	1,480	1,800	1,840	1,810

Notes

1. The City of Beaumont population growth is less aggressive than shown in tables presented in Section 3 of the BCVWD 2020 UWMP to be conservative in the amount of recycled water available.
2. Table taken from Table 6-15 in the BCVWD 2020 UWMP.

- **Imported Water from SGPWA –** The amount of imported water which BCVWD is able to purchase and recharge is only the amount left over after YVWD, the City of Banning, and others have purchased the amount each needs to meet their demands and banking. The amount available from the SGPWA collectively is discussed later in this WSA. BCVWD has entered into an agreement, and participated financially, with the SGPWA for a share of the yield from the Sites Reservoir Project. This is discussed later in this WSA.

For the normal year, there is more than enough supply to meet the demand and BCVWD can bank water in the Beaumont Basin, which will be needed during dry periods. As noted in Table 6-11 below, demand totals include BCVWD's need include banking imported water to ground water storage for drought proofing. Any additional supply available after all demands have been satisfied would be recharged and added to BCVWD's storage account.

A summary of the Water Supply Assessment for an average year is indicated below in Table 6-11.

Table 6-11: Water Supply Assessment for Normal Year Conditions

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Drought Proofing, AFY	1,500	1,200	1,000	1,000	1,000
Supplemental Water to Non-Potable System, AFY	276	246	-	-	-
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	**16,929**	**17,873**	**18,869**	**19,846**	**20,660**
LOCAL SUPPLY					
Potable Groundwater					
Edgar Canyon, AFY	2,073	2,073	2,073	2,073	2,073
Beaumont Basin Groundwater Available					
Overlier Potable Forebearance, AFY	-	67	264	384	384
Overlier Non-Potable Forebearance, AFY	471	480	1,123	1,158	1,158
Reallocation of Unused Overlier Rights, AFY	1,322	1,286	1,165	1,099	1,099
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	185	535	535	535	535
Non-Potable Groundwater					
Mouth of Edgar Canyon, AFY	-	-	300	300	300
San Timoteo Creek, AFY	-	-	600	600	600
Recycled Water Available, AFY	2,017	2,381	2,892	2,955	2,915
Subtotal Local Supply, AFY	**6,348**	**7,335**	**9,820**	**10,027**	**10,220**
BCVWD's Share of Imported Supply					
Table A Allocation (58%), AFY	7,877	7,184	6,653	5,860	5,248
Yuba Accord, AFY	182	166	154	135	121
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	2,368	2,159	2,000	1,761	1,577
Sites Reservoir, AFY	-	-	3,037	5,623	7,911
Additional SWP Transfers/Exchanges, AFY	455	415	385	339	303
Subtotal Imported Supply (Normal Conditions), AFY	**12,216**	**11,142**	**13,355**	**14,711**	**16,050**
Total Supply, AFY	**18,565**	**18,478**	**23,175**	**24,738**	**26,270**
From (To) Banked Beaumont Basin Storage, AF	(1,636)	(605)	(4,306)	(4,892)	(5,610)

Note:
1. Taken from Table 7-8 in the BCVWD 2020 UWMP

Section 7 SGPWA Available Imported Water

BCVWD relies on imported water from the SGPWA. In order to meet the requirements of SB610 of showing the current and future availability of the BCVWD water supplies, Section 7 of the original WSA is intended to be replaced with following which is essentially a summary of Section 3.1 from the 2020 SGPWA UWMP in order to describe the updated SGPWA Imported Water Supply Sources.

7 SGPWA Available Imported Water

In November of 1962, SGPWA entered a State Water Project water service contract (SWP Contract) with the State of California Department of Water Resources (DWR). The SWP Contract authorized DWR to deliver SWP water to SGPWA under certain terms and conditions.

SGPWA also acquires water supplies through contracts with other agencies and annual water transfers and exchanges. SGPWA annually acquires Yuba Accord water as well as water under the Nickel Agreement. SGPWA may also acquire water through an agreement with San Bernardino Valley Municipal Water District (SBVMWD) as well as annual transfers and exchanges with other SWP contractors. And, in the future, SGPWA will acquire water through the Sites Reservoir Agreement. All of these additional supplies, beyond SGPWA's SWP supply, are discussed in the following sections

SGPWA's delivery of supplemental water includes both delivery to water filtration facilities and groundwater recharge basins to assist with the management of groundwater in the SGPWA service area. Whether by direct delivery, in-lieu recharge, or direct recharge, the SGPWA plays a critical role in the local management of groundwater and surface water resources.

7.1 State Water Project Overview

The State Water Project (SWP) is the largest state-built, multi-purpose water project in the country. It was authorized by the California State Legislature in 1959, with the construction of most facilities completed by 1973. Today, the SWP includes 28 dams and reservoirs, 26 pumping and generating plants, and approximately 660 miles of aqueducts.

The primary water source for the SWP is the Feather River, a tributary of the Sacramento River. The water flowing in the Feather River is captured by the SWP in Oroville dam and reservoir. Storage released from Oroville Dam flows down natural river channels to the Sacramento-San Joaquin River Delta (Delta). While some SWP supplies are pumped from the northern Delta into the North Bay Aqueduct or diverted by SWP contractors upstream, the vast majority of SWP supplies are pumped from the southern Delta into the 444-mile-long California Aqueduct. The California Aqueduct conveys water along the west side of the San Joaquin Valley to the Edmonston Pumping Plant, where water is pumped over the Tehachapi Mountains. From there the California Aqueduct divides into the East and West Branches. SGPWA takes its SWP deliveries from the East Branch, which was completed in 2003. Phase 2 of the East Branch Extension was completed in 2018 which increased the capacity of the supplemental water supplies and allowed the SGPWA to take the Agency's official maximum allotment of State Project Water.

SGPWA delivers its SWP supplies, along with other water supplies, to recharge local groundwater basins through transmission pipelines and recharge systems as well as some delivery to Yucaipa Valley Water District.

SGPWA is one of 29 water agencies that have a SWP Contract with DWR. Each SWP contractor's SWP Contract contains a "Table A Annual Amounts" (Table A) which lists the contracted maximum amount of water an agency may receive under its contract. Table A is also used in determining each contractor's share of the total SWP water supply DWR determines to be available each year. The total planned annual delivery capability of the SWP and the sum of all

contractors' maximum Table A amounts was originally 4.23 million acre-feet. The initial SWP storage and conveyance facilities were designed to meet contractors' water demands with the construction of additional storage facilities planned as demands increased. However, few additional SWP storage facilities have been constructed since the early 1970s and a portion of the original conveyance design was never completed. SWP conveyance facilities were generally designed and have been constructed to deliver Table A to all contractors. The maximum Table A of all SWP contractors now totals about 4.133 million AF. SGPWA manages its SWP supplies to maximize the availability of these supplies to its retail customers. In this way, SGPWA seeks to optimally manage its Table A wet year supplies, acquire additional SWP supplies through Article 21 conditions (SWP surplus conditions), access Advanced Table A supplies, and potentially exchange Table A supplies with other SWP contractors. All of these actions improve the long-term reliability of Table A supplies.

7.1.1 Table A Allocations

SGPWA's Table A Annual Amount is 17,300 acre-feet per year up through the 2045 UWMP planning horizon. SGPWA's Table A represents a maximum contract amount that could be available each year assuming that the SWP could deliver 100% contract supplies to all SWP contractors. The last 100% allocation year occurred in 2006. SGPWA's SWP Contract has numerous components that allow SGPWA to manage and control the annually available SWP water supplies.

More often than not, actual SWP allocations are less than 100% SGPWA's Table A Annual Amount. Annual SWP percentage Table A allocations fluctuate based upon hydrology, water storage, and regulatory criteria in the Delta. Table 7-1 below shows the SGPWA Table A Annual Amount from 2010 through 2020, the SWP allocation percentage, and the final available Table A allocation from 2010-2020. During this period, the SGPWA received on average 8,335 acre-feet, or about 48% of the Table A contract amount. It is important to recognize that this period included a significant and recent drought event.

Table 7-1: SWP Table A Allocations and Deliveries

Year	SWP Contract Table A	Percent Allocation	Allocation Amount
2010	17,300	50%	8,650
2011	17,300	80%	13,840
2012	17,300	65%	11,245
2013	17,300	35%	6,055
2014	17,300	5%	865
2015	17,300	20%	3,460
2016	17,300	60%	10,380
2017	17,300	85%	14,705
2018	17,300	35%	6,055
2019	17,300	75%	12,975
2020	17,300	20%	3,460

Notes
1. Taken from Table 3-1 in the 2020 SGPWA UWMP.

DWR has projected that it is less likely that 100% allocation years will occur on a regular basis in the future. In August 2020, DWR finalized the "2019 SWP Delivery Capability Report" (DCR) that outlined the probable future water supply allocations for the SWP system. The DCR showed variations in future Table A deliveries based upon hydrological and regulatory conditions. These

conditions are summarized in Table 7-2 below along with SGPWA's corresponding Table A amount.

Table 7-2: SWP Estimated Table A Deliveries from DCR (values in acre-feet)

	Long Term Average		Single Dry Year (1977)		Dry Periods							
					2 Year Drought (1976-1977)		4-Year Drought (1931-1934)		6-Year Drought (1987-1992)		6 Year Drought (1929-1934)	
2017 Report	2,571	62%	336	8%	1,206	29%	1,397	34%	1,203	29%	1,408	34%
2019 Report	2,414	58%	288	7%	1,311	32%	1,228	30%	1,058	26%	1,158	28%

Notes
1. Taken from Table 3-2 in the 2020 SGPWA UWMP

As shown in Table 7-2, DWR's long-term average reliability shows a downward trend from 62% in the 2017 SWP DCR to 58% in the 2019 DCR. DWR attributes this downward trend to climatological and hydrological factors that impact precipitation patterns and snowfall accumulation above its main SWP facility, Lake Oroville. In this way, SGPWA characterizes its average normal year SWP water supply through 2045 as 58% of its Table A Annual Amount in accordance with the DCR. Thus, from 2025 through 2045, SGPWA's projected Table A final available allocation will be 58% of 17,300 acre-feet or 10,034 acre-feet per year. Importantly, SGPWA anticipates years where its Table A Allocation exceeds the average normal year delivery of 58%. In these years, SGPWA will capture and store the surplus water assets.

The single dry year characterization and five consecutive dry year characterization for the SWP supplies are also an important consideration in SGPWA's UWMP. The 2017 and 2019 DCR represent the single driest year as 1977 with an 8% SWP allocation estimate in 2017 DCR and a 7% SWP allocation estimate in 2019 DCR. The single lowest historical SWP allocation occurred in 2014 at 5%, and this 5% allocation is also representative of the 2021 Table A Allocation. As such, to be conservative in its projections, SGPWA will use 5% of 17,300 acre-feet or 865 acre-feet per year as the single dry year allocation through 2045 as depicted in Table 7-3.

Table 7-3: SWP Future Table A Projected Water Year Deliveries During Single and Multi-Year Drought Conditions (AFY)

Table A	Year Type	Amount
Normal		10,034
Single Dry Year		865
Multi-Year Drought	Year 1	6,055
	Year 2	865
	Year 3	865
	Year 4	3,460
	Year 5	6,055

Notes
1. Taken from Table 3-3 in the 2020 SGPWA UWMP

The 2019 DCR also identifies various drought periods for purposes of characterizing SWP allocation percentages that would accompany those drought periods. The averaging of the allocations over the course of the drought period is not representative of SGPWA drought planning purposes. SGPWA will use the following drought characterization for its short-term and long-term planning: year 1 at 35%; year 2 at 5%; year 3 at 5%; year 4 at 20%; and year 5 at 35%. SGPWA examined the historical record and determined that there was no representative five consecutive year historical SWP delivery dry period that adequately reflects a potential future

five-year critical drought condition that could drastically reduce SWP supply deliveries for SGPWA's service area. As such, taking a more conservative planning approach, SGPWA created a more restrictive dry year characterization that adequately represents a critical drought over five consecutive years. In this dry year modeled sequence, two consecutive critically dry years are bounded by Table A allocations that are reflected in the recent historical record. Table 3-4 shows the normal year, single dry year, and five consecutive dry years planned SWP Table A Allocation for San Gorgonio Pass Water Agency through 2045.

Table 7-4: Future SWP Allocations by Year Type Through 2045 (AFY)

Total Supply		2025	2030	2035	2040	2045
Normal		10,034	10,034	10,034	10,034	10,034
Single Dry Year		865	865	865	865	865
Multi-Year Drought	Year 1	6,055	6,055	6,055	6,055	6,055
	Year 2	865	865	865	865	865
	Year 3	865	865	865	865	865
	Year 4	3,460	3,460	3,460	3,460	3,460
	Year 5	6,055	6,055	6,055	6,055	6,055

Notes
1. Taken from Table 3-4 in the 2020 SGPWA UWMP

7.1.2. Table A Carryover Water

SGPWA's SWP Contract allows it to forego use of its allocated SWP Table A supply and retain a portion of that allocated supply in storage for future use. This retained supply is termed "Carryover" and is governed under Article 56 of SGPWA's SWP contract. Carryover water is water that is released from Oroville dam and reservoir, re-diverted at the Delta, and then stored in San Luis Reservoir – an off-stream reservoir located just outside the City of Santa Nella at the junction of Interstate 5 and California State Highway 152. San Luis Reservoir is jointly owned and operated by the state and federal governments and all SWP contractors may use the storage facility to manage Carryover water supplies. In short, the San Luis Reservoir receives, regulates, and stores exported water derived from the State Water Project and Federal Central Valley Project.

The amount of water that SGPWA may carryover in any given year is subject to a set of rules that implicate all SWP contractors throughout California. In brief, SGPWA delivers its Table A supplies to Carryover in San Luis Reservoir with an expectation that it will be able to divert all or a portion of these supplies in a subsequent year. In the event that water supplies are abundant, San Luis Reservoir may "spill." When San Luis Reservoir reaches a "spill" stage, DWR releases SGPWA's Carryover in accordance with the aforementioned rules as they apply in the context of all entities with stored water in San Luis Reservoir. Nevertheless, over the last 10 years SGPWA has retained a portion of its Table A Allocation as Carryover even in the driest years and continues to maintain a Carryover balance. Table 7-5 shows SGPWA's Carryover balance from 2010 through 2020.

Table 7-5: SGPWA Historic SWP Carryover Storage and Use (AFY)

Year	Source	Available Carryover
2010	97-12 Historic Delivery Database	2,719
2011	97-12 Historic Delivery Database	4,535
2012	97-12 Historic Delivery Database	4,956
2013	Finalization Report	5,277
2014	Finalization Report	5,264
2015	Finalization Report	954
2016	Finalization Report	936
2017	Finalization Report	1,700
2018	Finalization Report	5,159
2019	Finalization Report	2,668
2020	Finalization Report	4,211

Notes
1. Taken from Table 3-5 in the 2020 SGPWA UWMP

The Carryover supplies noted in Table 7-5 combine a number of water management factors that impact SGPWA's overall water supply availability. For example, where SGPWA is able to acquire additional water assets in normal and wet year types, SGPWA may carryover SWP supplies to water shortage years for use. Moreover, where SGPWA may acquire alternative supplies through transfers and exchanges, even in the driest years, the Agency may then manage its supply portfolio to preserve Carryover supplies for later use. For instance, in 2015, SGPWA stored 954 acre-feet of water supplies as Carryover when SWP allocations were at the lowest historical allocation on record – five percent (5%) – in the 2014 water year (see Table 7-1). Similarly, in 2015 – a 20% allocation year – SGPWA was able to carryover 936 acre-feet of water into the 2016 water year by acquiring alternative supplies and flexibly managing regional supplies in coordination with the retail agencies. SGPWA's management actions coordinated the Agency's available water supply portfolio in these years with the regional retail agencies water supply portfolios and water conservation efforts in order to preserve SWP supplies for future uses.

SGPWA will have access to its Table A Carryover supplies in future years based upon the hydrological and regulatory conditions. The Table A Carryover supplies result from a number of variables that are tied to the SWP Table A annual percent allocation, operations in San Luis Reservoir, and water supply management by SGPWA throughout its service area. In wet years, SGPWA carries over substantial supplies that are considered in the annual carryover numbers.

Accordingly, water years 2013 through 2017 above are representative of a five-year Carryover supply availability for SGPWA – and include 2014 and 2015 two of the driest years on record. Furthermore, SGPWA conservatively estimates future Carryover supplies in a normal year to be approximately 5,200 acre-feet similar to 2013, 2014, and 2018 and carryover in a single dry year to be just over 900 acre-feet like 2015 and 2016. These supplies are estimated based upon typical SWP management in a normal year in context of SGPWA's total water supply portfolio. The future normal year Carryover supply represents approximately half of SGPWA's normal year carryover number as noted in Table 7-5 but other years represent Carryover supplies that may result from additional SGPWA multi-year management actions that allow Carryover supplies to be available in these year types. Table 7-6 shows the Carryover supplies through 2025 and Table 7-7 shows the representative Table A Carryover supplies through 2045

Table 7-6: Carryover Supplies Through 2025 (AFY)

Carryover	Year Type	Amount
Normal		3,000
Single Dry Year		936
Multi-Year Drought	Year 1	3,000
	Year 2	2,500
	Year 3	954
	Year 4	936
	Year 5	1,700

Notes
1. Taken from Table 3-6 in the 2020 SGPWA UWMP

Table 7-7: Future Available Table A Carryover Supplies (AFY)

Year Type		2025	2030	2035	2040	2045
Normal		3,000	3,000	3,000	3,000	3,000
Single Dry Year		936	936	936	936	936
Multi-Year Drought	Year 1	3,000	3,000	3,000	3,000	3,000
	Year 2	2,500	2,500	2,500	2,500	2,500
	Year 3	954	954	954	954	954
	Year 4	936	936	936	936	936
	Year 5	1,700	1,700	1,700	1,700	1,700

Notes
1. Taken from Table 3-7 in the 2020 SGPWA UWMP

7.1.3 Delta Conveyance Project Future SWP Increment

The Delta Conveyance Project, if implemented, would increase the future reliability of SGPWA water supplies derived from the SWP. Consistent with Executive Order N-10-19, in early 2019, the state announced a new single tunnel project, which proposed a set of new diversion intakes along Sacramento River in the north Delta for SWP. In 2019, the California Department of Water Resources (DWR) initiated planning and environmental review for a single tunnel Delta Conveyance Project (DCP) to protect the reliability of State Water Project (SWP) supplies from the effects of climate change and seismic events, among other risks. DWR's current schedule for the DCP environmental planning and permitting extends through the end of 2024. DCP will potentially be operational no later than 2040 following extensive planning, permitting, and construction.

SGPWA anticipates that the DCP will increase access to water assets by providing conveyance opportunities that are currently unavailable. SGPWA recently increased its investment in the DCP from 1.22% to 2% of project capacity in order to improve future conveyance actions related to its water asset portfolio. As such, the DCP investment should provide better access to SWP supplies in normal and wet years as well as opportunities to deliver alternative planned supplies as they become available to SGPWA.

7.2 SGPWA Additional Imported Water Supplies

SGPWA has numerous other current and future water assets besides its Table A Annual Amount and Table A carryover supplies. These supplies are derived from the following items: Yuba

Accord, Nickel Agreement, San Bernardino Valley Municipal Water District Agreement, and Sites Reservoir Agreement. These additional water sources are more fully described below.

7.2.1. Yuba Accord Water

In 2008, SGPWA entered into the Yuba Accord Agreement and has amended the agreement several times through 2014. The Yuba Accord Agreement allows SGPWA to purchase water from Yuba County Water Agency through its contractual arrangement with DWR that permits 21 SWP contractors (including SGPWA) and the San Luis and Delta-Mendota Water Authority regular access to the supply. Yuba Accord water comes from the Yuba River, located north of the Delta, and the water purchased under this agreement is subject to losses associated with transporting it to SGPWA's service area. While the amount of this water varies each year depending on hydrologic conditions, the Agency anticipates receiving an average future amount of approximately 300 AFY. The Agency recently signed an extension to this agreement allowing it to purchase this water well into the future. Table 7-8 shows the last five years of Yuba Accord water supplies coming to SGPWA. Table 7-9 shows the normal, single dry, and five consecutive dry year water supplies available under the Yuba Accord.

Table 7-8: Last Five Years of Yuba Accord Water Deliveries (AFY)

Year	Yuba Accord Deliveries
2015	0
2016	0
2017	0
2018	124
2019	0
2020	406

Notes:
1. Taken from Table 3-8 in the 2020 SGPWA UWMP

Table 7-9: Yuba Accord Future Water Deliveries in all Year Types (AFY)

Yuba Accord Supply		2025	2030	2035	2040	2045
Normal		400	400	400	400	400
Single Dry Year		100	100	100	100	100
Multi-Year Drought	Year 1	300	300	300	300	300
	Year 2	100	100	100	100	100
	Year 3	100	100	100	100	100
	Year 4	200	200	200	200	200
	Year 5	300	300	300	300	300

Notes:
2. Taken from Table 3-9 in the 2020 SGPWA UWMP

7.2.2. Nickel Agreement

SGPWA signed an agreement with Antelope Valley – East Kern Water Agency (AVEK) on July 7, 2017 (hereafter called "Nickel Agreement"). The Nickel Agreement entitles SGPWA to purchase 1,700 acre-feet of AVEK water each year under a take or pay provision. The AVEK water is non-project water that is provided by the Kern County Water Agency. The Nickel Agreement expires in 2036 and SGPWA has a right of first refusal for an additional 20-year term. AVEK is required

to deliver 100% of the supply in all years. Table 7-10 shows SGPWA Nickel Agreement water deliveries since 2017.

Table 7-10: Nickel Agreement Water Deliveries since 2017 (AFY)

Year	Nickel Agreement Deliveries
2017	1,700
2018	1,700
2019	1,700
2020	1,700

Notes:
1. Taken from Table 3-10 in the 2020 SGPWA UWMP

SGPWA may consider the Nickel Agreement water supply always available in normal, single dry, and five consecutive dry years. The Nickel Agreement is a take or pay contract with no shortage provision that obligates AVEK to deliver the water in all year types. Table 7-11 shows the SGPWA Nickel Agreement future water supply availability.

Table 7-11: Nickel Agreement Future Water Deliveries in all Year Types (AFY)

Nickel Agreement Deliveries		2025	2030	2035	2040	2045
Normal		1,700	1,700	1,700	1,700	1,700
Single Dry Year		1,700	1,700	1,700	1,700	1,700
Multi-Year Drought	Year 1	1,700	1,700	1,700	1,700	1,700
	Year 2	1,700	1,700	1,700	1,700	1,700
	Year 3	1,700	1,700	1,700	1,700	1,700
	Year 4	1,700	1,700	1,700	1,700	1,700
	Year 5	1,700	1,700	1,700	1,700	1,700

Notes:
1. Taken from Table 3-11 in the 2020 SGPWA UWMP.

7.2.3. San Bernardino Valley Municipal Water District Agreement

SGPWA entered the Surplus Water Sale Agreement with San Bernardino Valley Municipal Water District Surplus Water Sale Agreement (SBVMWD Agreement) in June of 2018. SBVMWD is a SWP contractor that holds an entitlement to 102,600 acre-feet under its Table A Annual Amount in its 1960 SWP contract. The SBVMWD Agreement entitles SGPWA to purchase up to 5,000 acre-feet of SWP entitlement each year with SBMVWD's express concurrence. The SBVMWD Agreement expires on December 31, 2032, and there is no right of renewal. Nevertheless, SGPWA anticipates renewing this contract. The amount of water available under the contract varies each year and is subject to the "sole discretion" of SBVMWD whether the water will be made available for SGPWA to purchase. The water supply under this agreement may be available depending upon SBVMWD's supply availability determination. The SGPWA is not incorporating this potential supply into its water supply reliability determinations for all year types but considers the supply a component of its available transfer and exchange supplies and, when acquired, may be incorporated into its groundwater storage facilities.

7.2.4. Site Reservoir Agreement

SGPWA signed the Sites Reservoir Agreement in 2019. Sites Reservoir is a proposed new 1,500,000 acre-feet off-stream storage reservoir in northern California near Maxwell. Sacramento River flows will be diverted during excess flow periods and stored in the off-stream reservoir and released for use in the drier periods. Sites Reservoir is expected to provide water supply, environmental, flood, and recreational benefits. The proponents of Sites Reservoir include 30 entities including several individual SWP Public Water Agencies (PWAs). Sites Reservoir is expected to provide approximately 240 TAF of additional deliveries on average to participating agencies under existing conditions. Sites Reservoir is currently undergoing environmental planning and permitting. Full operations of the Sites Reservoir are estimated to start by 2029 following environmental planning, permitting, and construction. Sites was conditionally awarded $816 million from the California Water Commission for ecosystem, recreation, and flood control benefits under Proposition 1. Reclamation has also invested in Sites Reservoir and has allocated $13.7 million in 2021 for the project. Both SGPWA and Beaumont Cherry Valley Water District have purchased shares in Sites Reservoir, 10,000 shares and 4,000 shares respectively, that would augment supplies in the San Gorgonio Pass Water Agency service area. Table 7-12 shows the future availability of Sites Reservoir water in the SGPWA's service area and incorporates both the SGPWA and Beaumont Cherry Valley potential supplies. Other stakeholders with investments in Sites Reservoir have accounted for available supplies in 2035 as well.

Table 7-12 Future Availability of Site Reservoir Water (AFY)

Sites Reservoir		2025	2030	2035	2040	2045
Normal		0	0	10,000	12,000	15,000
Single Dry Year		0	0	10,000	12,000	15,000
Multi-Year Drought	Year 1	0	0	10,000	12,000	15,000
	Year 2	0	0	10,000	12,000	15,000
	Year 3	0	0	10,000	12,000	15,000
	Year 4	0	0	10,000	12,000	15,000
	Year 5	0	0	10,000	12,000	15,000

Notes:
1. Taken from Table 3-12 in the 2020 SGPWA UWMP.

7.2.5. Water Transfers and Exchanges

SGPWA also engages in water transfers and exchanges involving its SWP assets and other contractors' SWP water assets. Historically, SGPWA has both received and delivered water through these transfers and exchanges with various agencies throughout California. These transfers are essentially spot market transfers where short-term opportunities are identified and then actions taken for acquisition. These transfers help support management of SGPWA's and the retail agencies' water supply portfolios. Future SGPWA transfers and exchanges depend upon the allocations available to SGPWA and other water purveyors. As noted in Section 7.2.1., SGPWA has regularly acquired Yuba Accord water through its transfer and exchange activities. In addition, the State Water Contractors collectively develop annual water transfer and exchange programs to develop transferable supplies and negotiate transfer terms. SGPWA regularly participates in SWC's transfer programs. SGPWA seeks to augment potential opportunities for exchanges and transfers with SWP contractors and alternative transfer opportunities like the SWC annual transfer program. Table 7-13 shows the planned future SWP and other water transfer opportunities that could be available for SGPWA.

Table 7-13 SGPWA Future Transfers and Exchanges (AFY)

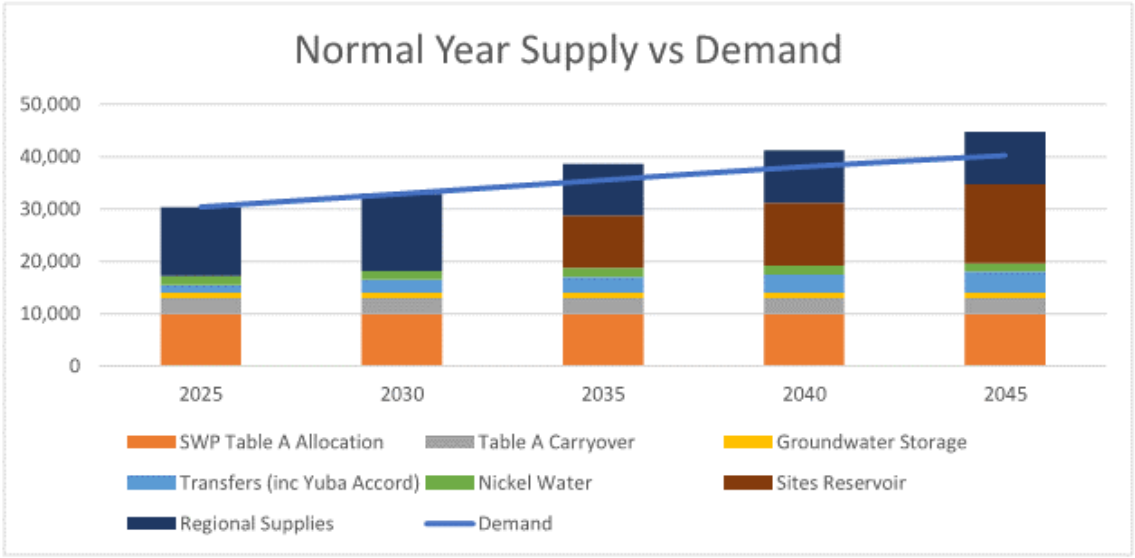
Target Supply	2025	2030	2035	2040	2045
State Water Project	500	1,000	1,000	1,000	1,000
Additional Supplies	600	1,100	1,600	2,100	2,600
Total Transfers	1,100	2,100	2,600	3,100	3,600

Notes:
1. Taken from Table 3-13 in the 2020 SGPWA UWMP.

7.3. Summary of Available Imported Water Supplies

As shown in Figure 7-1, SGPWA has reliable water supplies through the 2045 planning horizon. SGPWA has assessed the available SWP supplies, imported supplies, and locally available managed water supplies to assess regional water supply reliability through this planning horizon. In addition, SGPWA engages in annual water transfers and exchanges and stores water both within SGPWA's service area boundaries and outside its boundaries to address variable water conditions. Together, these supplies make up SGPWA's regional water asset portfolio that is actively managed by coordinated actions between SGPWA and the regional retail agencies to ensure long-term reliability.

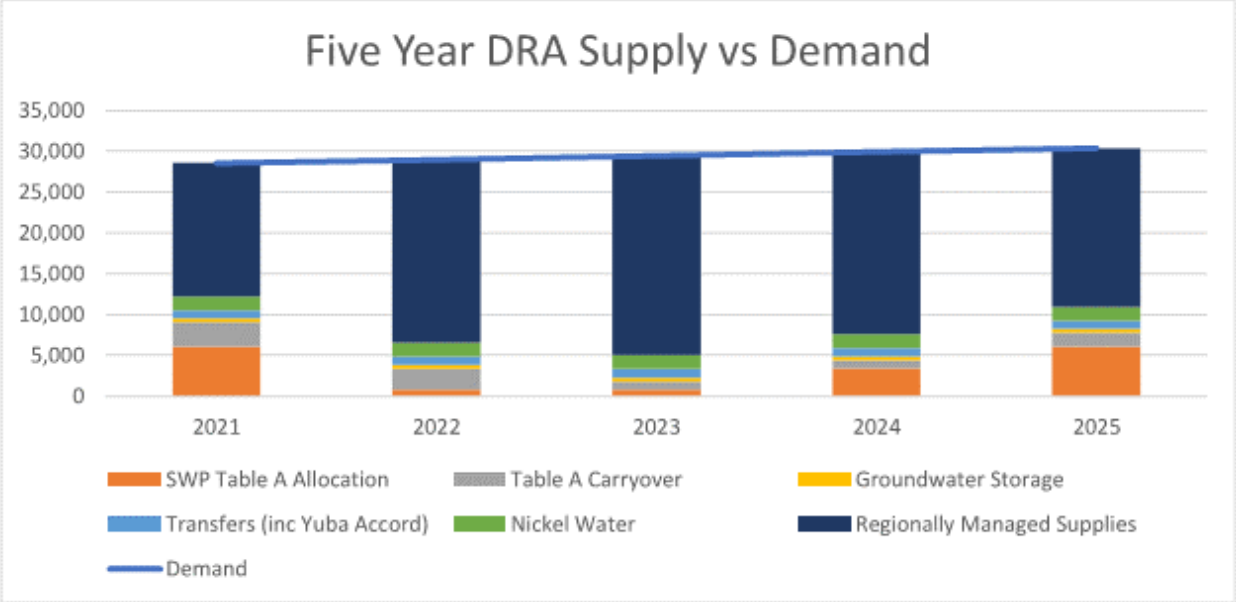
Figure 7-1: SGPWA's Water Service Reliability through 2045 (AFY)



Notes
1. Taken from Figure ES-2 from the 2020 SGPWA UWMP.

SGPWA also coordinates management of its water supplies with the retail agencies to address projected dry conditions. Specifically, SGPWA and the retail agencies capture and store surplus imported water in normal and wet years in order to use the stored water assets to meet regional demands in dry years. Moreover, the retail agencies rely upon locally managed water supplies, including native groundwater, recycled supplies, surface water assets, and return flows, to meet their annual demands. These actions stabilize annual fluctuations in recurring imported supplies that may not meet regional demands under certain dry conditions. Figure 7-2 shows a water reliability assessment for a drought lasting five consecutive years where the retail agencies in SGPWA service area use stored water and regionally managed supplies to offset fluctuations in its SWP supplies. In summary, SGPWA's diverse surface water supply portfolio, combined with its coordinated management of regionally managed surface and groundwater resources with retail purveyors, provide stable and reliable water supplies to meet SGPWA's current and 2045 future water demands in its service area.

Figure 7-2: SGPWA's Drought Risk Assessment from 2021 through 2025 (AFY)



Notes

1. Taken from Figure ES-3 from the 2020 SGPWA UWMP.

Section 8 Water Supply and Demand for BCVWD

As shown in the updated Sections 6 and 7 above, BCVWD has sufficient supply and imported water to meet demands beyond 2045 under average demand and supply conditions (see specifically updates to Section 6.1.3.3.). Therefore, no amendments are required for this section.

Section 9 Water Supply Single and Multiple Dry Period Analysis

As shown in the updated Sections 6 and 7 above, BCVWD has sufficient supply and imported water from SGPWA to meet the District's water supply requirements beyond 2045 under normal supply conditions. As required by SB610, the Project's WSA must describe the reliability of BCVWD's water supplies during dry years. The following is intended to summarize the water supply reliability and drought risk assessment presented in Section 7 of the BCVWD 2020 UWMP for the purposes of replacing Section 9 in the Project's WSA.

Section 9 – Water Supply Reliability and Drought Risk Assessment

Section 9.1 Constraints on Water Sources

A detailed description of BCVWD's current and future water sources are described previously in Section 6 of this WSA. Table 9-1, below shows a summary of BCVWD's current and future water sources and identifies the factors that affect the specific source's consistency of supply. Climate affects the amount of water available from most of the sources; there are some legal constraints on the Beaumont Groundwater Basin Source due to the Adjudication and contractual and environmental constraints on the imported State Project Water.

Table 9-1: Factors Resulting in Inconsistency of Supply

Water Supply Source	Cause of Inconsistent Supply				Additional Information
	Legal	Environmental	Water Quality	Climate	
Edgar Canyon Groundwater				X	
Beaumont Basin Groundwater Appropriator Rights	X				(1)
Beaumont Basin Groundwater Unused Overlier Rights	X			X	(2)
Imported State Project Water	X	X		X	(3)
Recycled Water				X	(4)
Stormwater Capture and Percolation				X	
Urban Runoff Capture and Percolation				X	
Nitrate-contaminated Groundwater from mouth of Edgar Canyon				X	

(1) After 2014, the Appropriator production rights are zero per Adjudication
(2) Reallocation of Overlier pumping rights are variable. Estimated to drop to 200 AFY by 2045.
(3) SWP reliability discussed in text. 10% of Table A is available 100% of the time; adjusted per draft allocation agreement.
(4) Recycled water is not subject to any significant variations; but some drought period reductions in flow are experienced – maybe 10%. Domestic water restrictions typically have the greatest impact on outdoor water use.

The District relies on groundwater banking within the Beaumont Basin during wet periods to supply demands during specified dry periods. Complementing the large storage capacity is the fact that percolation and recharge occur at relatively high rates making it very easy to "bank" water in the Beaumont Basin. Figure 9-1 below shows the amount of water BCVWD has accumulated in its storage account since 2003. Please note that imported water began to be spread in 2006.

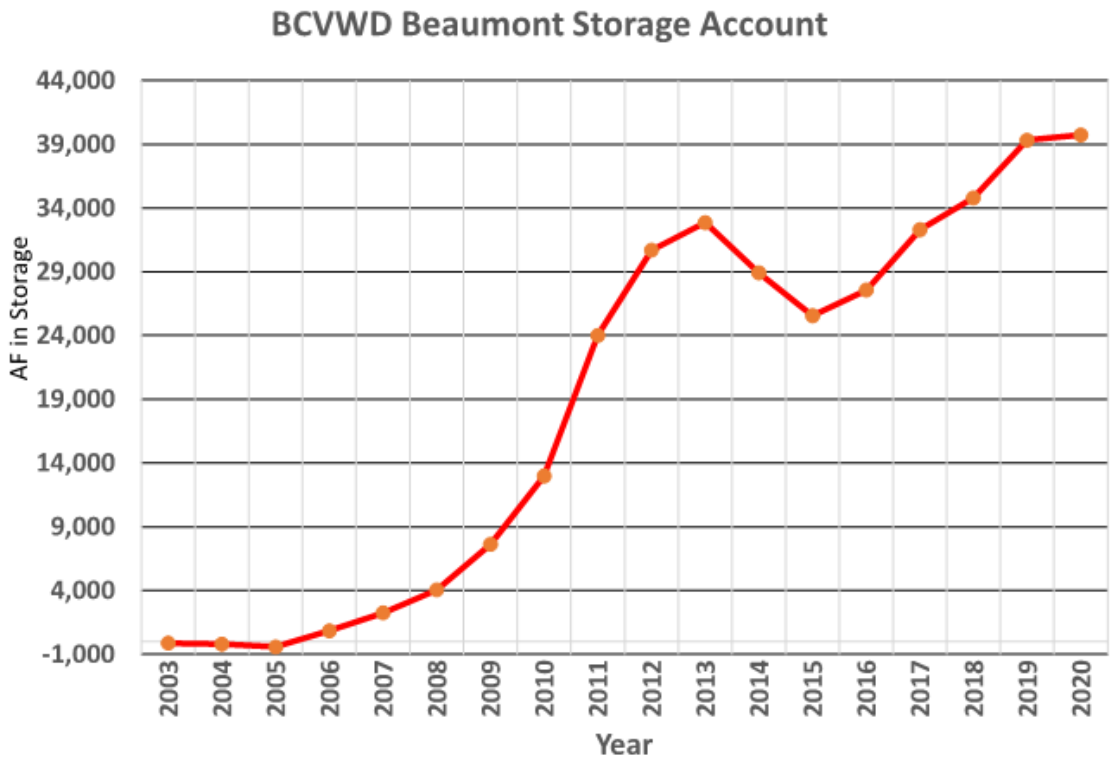


Figure 9-1 – BCVWD's Beaumont Basin Storage Amount

Notes

1. Taken from Figure 7-1 in the BCVWD 2020 UWMP

With the ability to bank water and the large "underground" reservoir, BCVWD and its neighboring agencies can withstand extended periods of drought without severe restrictions. At the end of 2020, for example, BCVWD had 39,750 AF in storage. This amount in BCVWD's storage account has seen an increase of about 14,182 AF since 2015. BCVWD can store up to 80,000 AF in the Beaumont Basin managed by the Watermaster.

In Table 9-2 below (Table 6-24 in the 2020 BCVWD UWMP) a quantity of BCVWD-purchased imported water was identified as "From SGPWA for Banking." This varied from 1,000 AFY to 1,500 AFY and is over and above the amount of imported water needed to meet demands. The purpose of this "banking water" is to build up BCVWD's Beaumont Basin Groundwater Storage Account to be used as reserve for drought periods when adequate SPW is not available.

SGPWA is to supply the imported water requested in Table 9-2 below to meet BCVWD's needs plus the anticipated SPW for banking. If, in any year(s), either of these quantities cannot be supplied for any reason, the accumulated shortfall is expected to be delivered to BCVWD by SGPWA as soon as possible once imported water is available. In this way, BCVWD will be able to keep adequate water in storage for current (2020) needs and accommodate growth in BCVWD's service area. BCVWD anticipates banking around 28,500 AF of water over the next 25 years, which would bring BCVWD's storage account to about 68,250 AF. This is over 3 years of SPW requirements to meet 2045 demands with no SPW for over 3.5 years. The following subsections quantify the variability in BCVWD's water sources.

Table 9-2: BCVWD Water Supplies – Projected

DWR Table 6-9 Retail: Water Supplies — Projected											
Water Supply		Projected Water Supply * Report To the Extent Practicable									
Drop down list May use each category multiple times. These are the only water supply categories that will be recognized by the WUEdata online submittal tool	Additional Detail on Water Supply	2025		2030		2035		2040		2045 (opt)	
		Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)
Add additional rows as needed											
Groundwater (not desalinated)	Little San Gorgonio Canyon	2,070	2,200	2,070	2,200	2,070	2,200	2,070	2,200	2,070	2,200
Groundwater (not desalinated)	Beaumont Basin (Reallocated unused overlier rights)	1,322		1,286		1,165		1,099		1,099	
Groundwater (not desalinated)	Beaumont Basin total forbearance water	471		547		1,387		1,542		1,542	
Groundwater (not desalinated)	Return flows	280		514		868		922		1,155	
Stormwater Use	Beaumont MDP Line 16	185		185		185		185		185	
Stormwater Use	Misc. Stormwater	0		350		350		350		350	
Purchased or Imported Water	From SGPWA for Replenishment of Beaumont Basin (Potable water)	8,868		9,300		9,966		10,717		11,281	
Recycled Water	From City of Beaumont for Landscaping	2,017		2,381		2,892		2,955		2,915	
Purchased or Imported Water	To supplement Non-Potable Water Supply (Purchased for Replenishment)	276		246		0		0		0	
Groundwater (not desalinated)	Non-Potable Groundwater at Mouth of Edgar Canyon	0		0		300		300		300	
Groundwater (not desalinated)	Non-Potable Groundwater along San Timoteo Creek	0		0		600		600		600	
Purchased or Imported Water	From SGPWA for Banking	1,500		1,200		1,000		1,000		1,000	
Purchased or Imported Water	Additional Imported Water Available from SGPWA	1,572		396		2,389		2,994		3,769	
Total		18,561	2,200	18,475	2,200	23,172	2,200	24,734	2,200	26,266	2,200
Total Imported Water Required		10,644		10,746		10,966		11,717		12,281	
Total Imported Water Available to BCVWD from SGPWA (See Table 7-8)		12,216		11,142		13,355		14,711		16,050	
***Units of measure (AF, CCF, MG)** must remain consistent throughout the UWMP as reported in Table 2-3.*											
NOTES:											

Section 9.2 Regional Supply Reliability

BCVWD has a very diverse water portfolio that allows it to maintain a reliable water supply to its current and future customers. The existing sources include:

- Unadjudicated groundwater from the Little San Gorgonio Creek (Edgar Canyon)
- Adjudicated groundwater from the Beaumont Basin
- Stormwater capture in Edgar Canyon (Little San Gorgonio Creek) and recharge in percolation ponds in Upper and Middle Canyon and at the Canyon mount in recently added desilting and recharge basins.
- Non-potable groundwater supplying the existing non-potable water system
- Imported State Project Water from SGPWA
- AVEK-Nickel Water leased through SGPWA
- Yuba Accord water purchased through SGPWA

Potential Future Sources include the following and were described in Section 6.1.3.3 in this WSA Addendum.

- Recycled water from the City of Beaumont for landscape irrigation and with advanced treatment for indirect potable reuse (groundwater recharge).
- Improved recharge of captured urban runoff from Sundance development
- Non-potable groundwater from the mouth of Edgar Canyon
- Non-potable groundwater from San Timoteo Creek
- Stormwater capture and recharge via the MDP Line 16 Storm Drain (cost shared with RCFC&WCD, SAWPA grant and preparing for construction)
- Stormwater capture from Noble and Marshall Creek
- Additional urban runoff capture and recharge from developing areas

BCVWD's water management strategy since its formation has always been to maximize local water resources including local groundwater and capture and percolate surface flows in Little San Gorgonio Creek for subsequent extraction in the District's Edgar Canyon wells. With the development that occurred starting about year 2000, BCVWD began installation of a non-potable water system with the intent of using recycled water from the City of Beaumont. Currently (2020), the water demand in the non-potable system is about 12% of the total water demand. This demand is being partially met by non-potable groundwater. When recycled water becomes available, the District's non-potable demand will be primarily met with recycled water. Any additional non-potable demands will be met with non-potable groundwater.

As discussed above, BCVWD has an 80,000 AF storage account in the Beaumont Basin to purchase and store imported water when available in ample supply during wet years. In addition to SGPWA's Table A amount, there are two other sources of imported water over and that are available and are discussed within Section 7 above:

- Article 21 Water
- Turn-Back Pool Water

Section 9.3 Water Service Reliability Assessment

The amount of water available during the dry periods from BCVWD's water sources are presented below.

Section 9.3.1 Groundwater

Section 9.3.1.1. Beaumont Basin

The Beaumont Basin is managed by the Beaumont Basin Watermaster. In any given year, BCVWD can pump out its stored (banked) water. The storage is replenished, at least partially, every year by forbearance water, reallocated unused Overlying Party pumping rights, return flows, and imported water, when available. The amount of imported water that can be recharged in any year depends on DWR's SWP allocation and varies from year to year. The amount of unused Overlying Party rights is based on a 5-year moving average and could decrease slightly during drought periods as the Overlying Parties use more well water to compensate for the lack of rainfall. The forbearance water and return flows will also decrease during dry periods as users reduce water consumption.

Table 9-3 below (Table 7-2 in the BCVWD 2020 UWMP) shows the estimated amount of water credited to BCVWD by Watermaster for a single or multiple dry year analysis. For the dry year analysis, it was estimated that there would be a 15% conservation effect; in other words, for dry year analysis, only 85% of average annual forbearance, reallocated Overlying Party rights, etc. would be available. In Table 9-3, the 15% reduction factor is also applied to the recycled forbearance water to account for a potential reduction in treated wastewater due to water conservation effects. This is believed to be conservative.

Return flow credits, included in Table 9-3 below, were not applied with a 15% reduction factor as return flows are dependent upon the conservation factors in effect during the year for which credits are given.

Table 9-3 Summary of BCVWD's Beaumont Basin Storage Credits[1,2]

Item	2025	2030	2035	2040	2045
Total Return Flow Credits, Reallocated Unused Overlier Rights, and Forbearance Water from Table 6-10, AFY	2,073	2,346	2,820	2,963	3,196
Expected Ground Water Available for Dry Year Analysis, AFY	1,804	2,065	2,483	2,583	2,816

Note

1. *Taken from Table 7-2 in the BCVWD 2020 UWMP.*
2. *Reference Table 6-10 included in the table above should reference to Table 7-8 in the 2020 BCVWD UWMP.*

Edgar Canyon

Groundwater from Edgar Canyon is affected to some degree by climate change. The average annual extraction from Edgar Canyon is 2,073 AFY based on records from 1983-2020. During that period of time, the minimum extracted was 1,117 AFY, which occurred in 1991. This can be considered the "Single Dry Year Water Available." The 2-year, 3-year, 4-year, 5-year and 6-year moving averages for the extractions from 1983 -20 were determined and are presented in Table 9-2 (Table 7-3 in the BCVWD 2020 UWMP) along with the Base Period for moving averages.

Table 9-4 Groundwater Available from Edgar Canyon for Single and Multiple Dry Year Analysis

Drought Condition (Base Years)	Average Available over the Drought Period, AFY
Single Dry Year (1991)	1,117
2 Consecutive Dry Years (1990 – 91)	1,173
3 Consecutive Dry Years (1989 – 91)	1,230
4 Consecutive Dry Years (1989 – 92)	1,267
5 Consecutive Dry Years (1988 – 92)	1,305
6 Consecutive Dry Years (1987 – 92)	1,367

Note
1. *Taken from Table 7-3 in the BCVWD 2020 UWMP.*

Section 9.3.2 Imported Water

The amount of imported water available from the SGPWA via the State Water Project is very climate dependent. A spreadsheet was developed using the 2019 DWR Delivery Capability Report simulation data (1922 to 2003) for SGPWA to develop an estimate of the delivery capability for the single dry year and multiple dry year reliability analysis. The 2-, 3-, 4-, 5-, and 6-year moving averages of annual estimated delivery allocations were determined for the period 1922-2003. A summary of the Table A delivery percentages is shown in Table 9-5 (Table 7-4 in the BCVWD 2020 UWMP).

Table 9-5 SGPWA SWP Delivery Capability as Percent of Table A

Year	Long-term Average		Single Dry Year (1977)		Dry Periods							
					2-Year Drought (1976-1977)		4-Year Drought (1931-1934)		6-Year Drought (1987-1992)		6-Year Drought (1929-1934)	
2017 Report	2,571	62%	336	8%	1,206	29%	1,397	34%	1,203	29%	1,408	34%
2019 Report	2,414	58%	288	7%	1,311	32%	1,228	30%	1,058	26%	1,158	28%

Note
1. *Taken from Table 7-4 in the BCVWD 2020 UWMP.*

The percentages in Table 9-3 were compared to actual SWP delivery allocations for the period 1922 to 2020. The allocations found in BCVWD's analysis of available data are indicated below:

Minimum year	5% (2015, 2020)
Minimum 2 consecutive years	12.5% (2014 - 2015)
Minimum 3 consecutive years	18% (1990 – 1992)
Minimum 4 consecutive years	26% (1988 – 1991)
Minimum 5 consecutive years	24% (1988 – 1992)
Minimum 6 consecutive years	25% (1987 – 1992)

As can be seen, the actual minimum single dry year and minimum 2 consecutive dry years are less than those from the 2019 DWR SWP Delivery Capability Report. For the reliability analysis in this 2020 UWMP and this WSA, the allocation percentages in Table 9-6 (Table 7-5 in the BCVWD 2020 UWMP) will be used.

Table 9-6 SGPWA SWP Delivery Capability as Percent of Table A (Used for Reliability Analysis)

Dry Year(s)	Single	2-Year	3-Year	4-Year	5-Year	6-Year
Table A Annual Delivery Average Over the Drought Period, %	5	12.5	18	26	24	25

Note
1. *Taken from Table 7-5 in the BCVWD 2020 UWMP.*

For the reliability analysis, the percentages in Table 9-6 will be applied to BCVWD's estimated available imported water supplies for any particular dry year period. The results of the reliability analysis are presented in Tables 9-11 through 9-16.

By Resolution 2015-05, the SGPWA Board of Directors established an obligation to meet the future water supply needs of the region, including BCVWD. BCVWD can rely on the SGPWA to secure and deliver the imported water needed to meet BCVWD's current and future demands as set forth in this 2020 UWMP and subsequent UWMP updates in concert with DWR's Delivery Capability Reports.

Section 9.3.3. Recycled Water

Recycled water is consistently available; although during droughts, consumers are more aware of water conservation and reduce their indoor water consumption somewhat. They are more aware of the need to do only full loads of laundry, full loads for the dishwasher etc. Agencies, including the City of Beaumont, have observed a reduction in wastewater flows during the current drought.

BCVWD is counting on one source of recycled water, the City of Beaumont. For a single dry year, an estimate of 90% of the normal, average recycled water will be available. As the drought becomes more pervasive, the amount of recycled water is estimated to reduce further to 85% of normal. Table 9-7 provides an estimate of the available recycled water during extended dry periods. The amount of recycled water under normal conditions is shown in the updated Section 6 above.

Table 9-7 Estimated Recycled Water Available During Extended Dry Periods

		Year				
		2025	2030	2035	2040	2045
City of Beaumont Recycled Water Available (AFY)	% Available	2017	2381	2892	2955	2915
Single Dry Year	90%	1820	2150	2610	2660	2630
2-Years	85%	1720	2030	2460	2520	2480
3-Years	85%	1720	2030	2460	2520	2480
4-Years	85%	1720	2030	2460	2520	2480
5-Years	85%	1720	2030	2460	2520	2480
6-Years	85%	1720	2030	2460	2520	2480

Notes:

1. Taken from Table 7-6 in the BCVWD 2020 UWMP.
2. The District is currently in the process of finalizing its Non-Potable Water Master Plan, which includes more current non-potable system facility requirements and recycled water supply projections. The non-potable/recycled water supply data provided in this WSA addendum are consistent with the District's 2020 UWMP. The non-potable/recycled water supply projections are considered draft as of the date of approval of this Addendum 1. Data from the BCVWD 2020 UWMP is used for consistency.

Section 9.3.4. Storm Water and Urban Runoff Reliability (Potential Projects).

Storm water and Urban Runoff quantities are very dependent on rainfall. Review of the rainfall record at Beaumont for the period 1888 – 2006 resulted in the data shown in Table 9-8 (Table 7-7 in the BCVWD 2020 UWMP). To determine the multiple dry year rainfall as a percent of the average rainfall, the 2-, 3-, 4-, 5- and 6-year moving averages of the annual rainfall was determined.

Table 9-8 Estimated Recycled Water Available During Extended Dry Periods

Dry Year (s)	Normal	Single	2 - Year	3 - Year	4 - Year	5 - Year	6 - Year
% of Annual Average		36%	45%	52%	52%	61%	63%
Facility	Estimated Average Annual Stormwater Capture, AFY						
MDP Line 16	185	66	83	96	96	113	117
Misc. Urban Runoff Basins	350	126	158	182	182	213	222
Total Stormwater Capture	535	192	241	279	278	325	339

Notes:

1. Taken from Table 7-7 in the BCVWD 2020 UWMP.

Section 9.4 Drought Risk Assessment

A conservative approach was taken when considering the amount of imported supply BCVWD could expect in future conditions. BCVWD has included in its anticipated imported water supplies from the anticipated Table A Allocation available (using percentages described previously in Table 9-6), as well as additional potential sources of imported water identified in SGPWA's 2020 UWMP (June 2021). In any given year, when the demand for imported water exceeds the available supply, it is reasonable to assume that the imported water will be allocated by SGPWA

in proportion to each member agency's fraction of the total imported water demand without banking. A summary of the expected allocation percentages for each agency is indicated in Table 9-9, below. Percentages as indicated were determined based on a series of White Papers (White Papers No. 1 through 7) that evaluated water supply and demand for the major retailers in the SGPWA service area.

Table 9-9 Member Agency's Percent of Available Imported Water When Demand Exceed Supply

Agency	Year				
	2025	2030	2035	2040	2045
City of Banning	0.0%	0.0%	0.0%	5.6%	5.6%
YVWD/Calimesa	7.0%	7.3%	7.9%	8.1%	8.5%
BCVWD	78.5%	71.6%	66.3%	58.4%	52.3%
Other Member Agencies	14.5%	21.1%	25.8%	27.9%	33.6%
Total	100%	100%	100%	100%	100%

Notes:
1. Taken from Table 7-9 in the BCVWD 2020 UWMP.

In the future, other SGPWA water retailers will require greater supplies of imported water to meet growing demands. As a result, the allocation percentages described above will continue to change. BCVWD expects to update these percentages after the adoption of the 2020 UWMP updates for the other member agencies in the SGPWA service area.

For the Single Dry Year, potable and non-potable water demands in Table 9-11 (Table 7-11 in the BCVWD 2020 UWMP) did not reflect any conservation. For 2 consecutive dry years through 6 consecutive dry years, demand reductions for potable and non-potable water were included. The estimated demand reductions (as percent) that could be seen during various multiple dry years are indicated below in Tables 9-12 through 9-16 (Tables 7-12 through 7-16 in the BCVWD 2020 UWMP).

Table 9-10 Estimated Demand Reductions During Various Dry Year Periods

Dry Year Analysis Period	Demand Reductions
Single Dry Year	0%
2 Consecutive Dry Years	10%
3 Consecutive Dry Years	20%
4 Consecutive Dry Years	25%
5 Consecutive Dry Years	30%
6 Consecutive Dry Years	40%

Notes:
1. Taken from Table 7-10 in the BCVWD 2020 UWMP.

This is a reasonable assumption since there would be adequate time to implement the potential water use restrictions identified in Section 10 for a dry period lasting longer than a single year.
Tables 9-11 through 9-16 present the water service reliability assessment for single through 6 consecutive dry years.

Table 9-11 Water Service Reliability Assessment for Single Dry Year

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	**15,429**	**16,673**	**18,097**	**19,124**	**19,988**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,117	1,117	1,117	1,117	1,117
Beaumont Basin Groundwater Available					
Overlier Potable Forebearance, AFY	-	67	264	384	384
Overlier Non-Potable Forebearance, AFY	471	480	523	558	558
Reallocation of Unused Overlier Rights, AFY	1,322	1,286	1,165	1,099	1,099
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	66	192	192	192	192
Recycled Water Available, AFY	1,820	2,150	2,610	2,660	2,630
Subtotal Local Supply, AFY	**5,076**	**5,805**	**6,739**	**6,932**	**7,135**
BCVWD's Share of Imported Supply					
Table A Allocation (5%), AFY	679	619	573	505	452
Yuba Accord, AFY	16	14	13	12	10
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	204	186	172	152	136
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	39	36	33	29	26
Subtotal Imported Supply, AFY	**2,273**	**2,073**	**2,205**	**2,262**	**2,657**
Total Supply, AFY	**7,349**	**7,878**	**8,944**	**9,195**	**9,792**
From Banked Beaumont Basin Storage, AF	8,080	8,795	9,153	9,929	10,196

Notes:

1. Taken from Table 7-11 in the BCVWD 2020 UWMP.

Table 9-12 Water Service Reliability Assessment for 2 Consecutive Dry Years

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	15,429	16,673	18,097	19,124	19,988
Total Water Demand (10% Demand Reduction), AFY	**13,886**	**15,006**	**16,287**	**17,212**	**17,989**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,173	1,173	1,173	1,173	1,173
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	60	237	346	346
Overlier Non-Potable Forebearance, AFY	424	432	471	502	502
Reallocation of Unused Overlier Rights, AFY	1,190	1,157	1,049	989	989
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	241	241	241	241	241
Recycled Water, AFY	1,720	2,030	2,460	2,520	2,480
Subtotal Local Supply , AFY	**5,028**	**5,607**	**6,499**	**6,693**	**6,886**
BCVWD's Share of Imported Supply					
Table A Allocation (12.5%), AFY	1,698	1,548	1,434	1,263	1,131
Yuba Accord, AFY	39	36	33	29	26
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	510	465	431	380	340
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	98	90	83	73	65
Subtotal Imported Supply, AFY	**3,680**	**3,356**	**3,394**	**3,309**	**3,594**
Total Supply, AFY	**8,708**	**8,963**	**9,893**	**10,002**	**10,481**
From Banked Beaumont Basin Storage, AF	5,178	6,042	6,395	7,209	7,508
Total Withdrawn from Storage during Dry Period, AF	10,357	12,084	12,790	14,419	15,017

Notes:

1. Taken from Table 7-12 in the BCVWD 2020 UWMP.

Table 9-13 Water Service Reliability Assessment for 3 Consecutive Dry Years

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	15,429	16,673	18,097	19,124	19,988
Total Water Demand (20% Demand Reduction), AFY	**12,343**	**13,338**	**14,478**	**15,299**	**15,990**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,230	1,230	1,230	1,230	1,230
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	54	211	308	308
Overlier Non-Potable Forebearance, AFY	377	384	418	446	446
Reallocation of Unused Overlier Rights, AFY	1,058	1,028	932	880	880
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	241	241	241	241	241
Recycled Water, AFY	1,720	2,030	2,460	2,520	2,480
Subtotal Local Supply , AFY	**4,906**	**5,481**	**6,361**	**6,546**	**6,739**
BCVWD's Share of Imported Supply					
Table A Allocation (18%), AFY	2,444	2,230	2,065	1,819	1,629
Yuba Accord, AFY	57	52	48	42	38
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	735	670	621	547	490
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	141	129	119	105	94
Subtotal Imported Supply, AFY	**4,712**	**4,297**	**4,265**	**4,077**	**4,282**
Total Supply, AFY	**9,617**	**9,778**	**10,626**	**10,623**	**11,021**
From Banked Beaumont Basin Storage, AF	2,726	3,560	3,852	4,676	4,969
Total Withdrawn from Storage during Dry Period, AF	8,178	10,680	11,555	14,029	14,908

Notes:

1. Taken from Table 7-13 in the BCVWD 2020 UWMP.

Table 9-14 Water Service Reliability Assessment for 4 Consecutive Dry Years

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	15,429	16,673	18,097	19,124	19,988
Total Water Demand (25% Demand Reduction), AFY	**11,572**	**12,505**	**13,573**	**14,343**	**14,991**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,267	1,267	1,267	1,267	1,267
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	50	198	288	288
Overlier Non-Potable Forebearance, AFY	353	360	392	418	418
Reallocation of Unused Overlier Rights, AFY	992	964	874	825	825
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	241	241	241	241	241
Recycled Water, AFY	1,720	2,030	2,460	2,520	2,480
Subtotal Local Supply , AFY	**4,853**	**5,426**	**6,300**	**6,481**	**6,674**
BCVWD's Share of Imported Supply					
Table A Allocation (26%), AFY	3,531	3,221	2,982	2,627	2,352
Yuba Accord, AFY	82	74	69	61	54
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	1,061	968	896	790	707
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	204	186	172	152	136
Subtotal Imported Supply, AFY	**6,212**	**5,666**	**5,533**	**5,193**	**5,282**
Total Supply, AFY	**11,066**	**11,093**	**11,833**	**11,674**	**11,956**
From Banked Beaumont Basin Storage, AF	506	1,412	1,740	2,669	3,035
Total Withdrawn from Storage during Dry Period, AF	2,025	5,648	6,960	10,675	12,140

Notes:

1. Taken from Table 7-14 in the BCVWD 2020 UWMP.

Table 9-15 Water Service Reliability Assessment for 5 Consecutive Dry Years

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	15,429	16,673	18,097	19,124	19,988
Total Water Demand (30% Demand Reduction), AFY	**10,800**	**11,671**	**12,668**	**13,387**	**13,992**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,305	1,305	1,305	1,305	1,305
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	47	185	269	269
Overlier Non-Potable Forebearance, AFY	330	336	366	390	390
Reallocation of Unused Overlier Rights, AFY	926	900	816	770	770
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	241	241	241	241	241
Recycled Water, AFY	1,720	2,030	2,460	2,520	2,480
Subtotal Local Supply , AFY	**4,801**	**5,373**	**6,241**	**6,417**	**6,610**
BCVWD's Share of Imported Supply					
Table A Allocation (24%), AFY	3,259	2,973	2,753	2,425	2,171
Yuba Accord, AFY	75	69	64	56	50
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	980	894	827	729	653
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	188	172	159	140	126
Subtotal Imported Supply, AFY	**5,837**	**5,324**	**5,216**	**4,914**	**5,032**
Total Supply, AFY	**10,639**	**10,697**	**11,456**	**11,331**	**11,642**
From Banked Beaumont Basin Storage, AF	162	974	1,212	2,056	2,350
Total Withdrawn from Storage during Dry Period, AF	808	4,871	6,058	10,279	11,748

Notes:

1. Taken from Table 7-15 in the BCVWD 2020 UWMP.

Table 9-16 Water Service Reliability Assessment for 6 Consecutive Dry Years

	YEAR				
	2025	**2030**	**2035**	**2040**	**2045**
DEMAND					
Potable Water Demand, AFY	13,196	14,252	15,391	16,285	17,082
Supplemental Water to Non-Potable System, AFY	276	246	228	278	328
Non-Potable Water Demand, AFY	1,957	2,175	2,478	2,561	2,578
Total Water Demand, AFY	15,429	16,673	18,097	19,124	19,988
Total Water Demand (40% Demand Reduction), AFY	**9,257**	**10,004**	**10,858**	**11,474**	**11,993**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,367	1,367	1,367	1,367	1,367
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	40	158	231	231
Overlier Non-Potable Forebearance, AFY	283	288	314	335	335
Reallocation of Unused Overlier Rights, AFY	793	771	699	660	660
Return Flow Credits, AFY	280	514	868	922	1,155
Storm Water, AFY	241	241	241	241	241
Recycled Water, AFY	1,720	2,030	2,460	2,520	2,480
Subtotal Local Supply , AFY	**4,684**	**5,251**	**6,107**	**6,275**	**6,468**
BCVWD's Share of Imported Supply					
Table A Allocation (25%), AFY	3,395	3,097	2,867	2,526	2,262
Yuba Accord, AFY	79	72	66	58	52
AVEK Nickel, AFY	1,335	1,217	1,127	993	889
SGPWA Carryover Water, AFY	1,021	931	862	759	680
Sites Reservoir, AFY	-	-	286	571	1,143
Additional SWP Transfers/Exchanges, AFY	196	179	166	146	131
Subtotal Imported Supply, AFY	**6,025**	**5,495**	**5,374**	**5,054**	**5,157**
Total Supply, AFY	**10,709**	**10,747**	**11,482**	**11,329**	**11,625**
From Banked Beaumont Basin Storage, AF	(1,452)	(743)	(623)	146	368
Total Withdrawn from Storage during Dry Period, AF	(8,709)	(4,458)	(3,740)	875	2,208

Notes:

1. Taken from Table 7-16 in the BCVWD 2020 UWMP.

In all of the assessments, water must be extracted from BCVWD's Beaumont Basin Storage Account. Tables 9-11 through 9-16 clearly indicate the importance of maintaining substantial amounts of water in the storage account. Based on the assessment, BCVWD should keep about 12,000 AF in the storage account in order to maintain a 5-year supply as mandated by BCVWD Resolution 2015-05, if conservation measures are in effect. The total amount required to be withdrawn from banked storage will increase if conservation measures and restrictions described in Section 10 cannot be achieved. If no conservation occurs (worst case, conservative), BCVWD will need to maintain about 52,000 AF in its storage account to meet the demands during a 5 consecutive year dry period.

A summary of the available supplies expected during a 5-year drought, beginning in 2020 are summarized in Table 9-17 (Table 7-17 in the BCVWD 2020 UWMP) below. The results of the Drought Risk Assessment above assume that the demand reductions and conservation measures described in Section 12 (Section 8 in the BCVWP 2020 UWMP) are achieved.

Table 9-17 5-Year Drought Risk Assessment

	YEAR				
	2021	**2022**	**2023**	**2024**	**2025**
DEMAND					
Potable Water Demand, AFY	12,412	12,604	12,787	12,952	13,472
Non-Potable Water Demand, AFY	1,642	1,664	1,686	1,696	1,957
Total Water Demand, AFY	14,054	14,268	14,473	14,648	15,429
Demand Reduction (%)	0%	10%	20%	25%	30%
Total Water Demand (Including Reductions), AFY	**14,054**	**12,841**	**11,578**	**10,986**	**10,800**
LOCAL SUPPLY					
Groundwater					
Edgar Canyon, AFY	1,117	1,173	1,232	1,267	1,305
Beaumont Basin Available, AFY					
Overlier Potable Forebearance, AFY	-	-	-	-	-
Overlier Non-Potable Forebearance, AFY	-	-	-	-	330
Reallocation of Unused Overlier Rights, AFY	2,025	1,826	1,827	2,017	926
Return Flow Credits, AFY	235	246	258	269	280
Storm Water, AFY	-	185	185	185	241
Recycled Water, AFY		1,520	1,580	1,650	1,720
Subtotal Local Supply , AFY	**3,377**	**4,950**	**5,082**	**5,388**	**4,802**
BCVWD's Share of Imported Supply					
Table A Allocation (%), AFY	5%	12.5%	18%	26%	24%
Table A Allocation , AFY	679	1,698	2,444	3,531	3,259
Yuba Accord, AFY	16	39	57	82	75
AVEK Nickel, AFY	1,335	1,335	1,335	1,335	1,335
SGPWA Carryover Water, AFY	204	510	735	1,061	980
Sites Reservoir, AFY	-	-	-	-	-
Additional SWP Transfers/Exchanges, AFY	39	98	141	204	188
Subtotal Imported Supply, AFY	**2,273**	**3,680**	**4,712**	**6,212**	**5,837**
Total Supply, AFY	**5,650**	**8,630**	**9,794**	**11,600**	**10,639**
From Banked Beaumont Basin Storage, AF	8,404	4,212	1,785	(614)	161
Total Withdrawn from Storage during Dry Period, AF	8,404	12,616	14,401	13,786	13,947

Notes:

1. Taken from Table 7-17 in the BCVWD 2020 UWMP.

Section 11 Conclusions (Previously Section 10 in Project's WSA)

The following revisions noted in red shall be incorporated into Section 11 (previously Section 10 in the Project's WSA)

1. The projected water demand from the Beaumont Pointe Development project is 196.70 AFY of which 85.20 AFY is outdoor, non-potable water use. This equates to approximately 1% of the District existing water demand for 2020.

2. The Beaumont Pointe development project site was included in the list of planned development projects in BCVWD's 2020 UWMP (previously identified as Jack Rabbit Trail) which demonstrated adequate water supplies up to the year 2045. To clarify, when the District was preparing the basis for future water demands within the District's service area in the BCVWD's 2020 UWMP, the District utilized the potable water demands from the DRAFT November 2020 Beaumont Pointe WSA. This draft version of the Project's WSA identified the potable water demand as 221 EDUs as shown in Table 3-7 in the BCVWD's 2020 UWMP. Because the Project's updated land use plan has a potable water demand of 204.21 EDUs, the District's 2020 UWMP conservatively included the Project's anticipated potable water demands at 221 EDU

3. BCVWD prepared a series of White Papers which analyzed the regional (SGPWA) imported water supply requirements and funding requirements. These White Papers are referenced for the Beaumont Pointe Development WSA. The basis for the White Papers was a regional spreadsheet demand model, developed by BCVWD, which was reviewed by the City of Banning and YVWD.

4. The White Papers indicate that SGPWA can obtain sufficient imported water supply to supplement local supplies to meet regional needs including BCVWD's needs. The White Papers also indicated that adequate funding is available to implement the imported water projects currently planned for the short and long terms.

5. BCVWD prepared and adopted a Potable Water Master Plan which identified water needs and facility needs to build-out. The BCVWD 2020 UWMP identified recycled water from the City of Beaumont for non-potable water irrigation with a plan for the recharge of surplus recycled water with appropriate treatment and permits. The City and BCVWD signed a Memorandum of Understanding (MOU) in 2019 which began the process of an agreement for purchase of recycled water by BCVWD. In addition, storm water capture and other local water resource projects were identified. One of these projects, MDP-Line 16, (Grand Avenue Storm Drain) is currently in design by the Riverside County Flood and Water Conservation District and BCVWD. The storm drain will be partially funded through a grant from the Santa Ana Watershed Project Authority.

6. SGPWA and BCVWD have made financial commitments to the Sites Reservoir project Phase 1 studies and will commit funds to Phase 2.

7. Adequate water supply exists, or is planned, for the Beaumont Pointe development project to 2045 and beyond as outlined in Section 9. BCVWD can meet the Project needs as well as BCVWD's existing demands and the demands of the other planned developments within BCVWD's service area which are listed in the Beaumont Pointe Development WSA.

8. Multiple dry-year reliability analysis demonstrates that BCVWD will be able to meet its existing demands and the demands of the other planned developments within its service area which were listed in the Beaumont Pointe WSA. BCVWD will supplement its existing supply sources during these dry periods with banked water in BCVWD's Beaumont Basin Groundwater Storage Account.

9. Pursuant to §10910 of the California Water Code (SB 610) and information provided in the BP WSA, BCVWD has determined that currently available and planned supplies are sufficient to meet the water demands of the proposed BP project in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years, as outlined in Section 6 through 9 in this WSA.

10. Pursuant to the California Government Code Section 66473.7, (SB 221) BCVWD has determined that it has sufficient and adequate water supply available to serve the long-term needs of the Beaumont Pointe in addition to the existing and other planned project demands during normal, single dry and multiple dry years over the next 20 years, as outlined in Sections 6 through 9.

3 2021 Beaumont Pointe WSA Additions

Addition of Section 10 – BCVWD Water Shortage Contingency Plan

The BCVWD 2020 UWMP Section 10 addresses the DWR new requirements of a District-wide Water Shortage Contingency Plan (WSCP). The following is intended to be added as Section 10 – BCVWD Water Shortage Contingency Plan to the Project's WSA to summarize the BCVWD WSCP.

SECTION 10 – BCVWD WATER SHORTAGE CONTINGENCY PLAN (WSCP)

As a companion to the BCVWD 2020 UWMP and required by the State, the District prepared and approved the BCVWD 2020 Water Shortage Contingency Plan (WSCP) as a strategic planning process to prepare for and respond to water shortages. As part of this new requirement, BCVWD will assess each year's water supplies to determine if there was a water volume shortage for that year. Based on the water shortage, the District will implement one of the six water conservation levels (shown in Table 10-1 below), as defined in the District's WSCP, to encourage or require water conservation among its service area. The Beaumont Pointe Development will be subject to these water conservation levels as dictated by BCVWD.

Table 10-1 Water Shortage Contingency Levels

DWR Table 8-1 Water Shortage Contingency Plan Levels		
Shortage Level	**Percent Shortage Range**	**Shortage Response Actions** (*Narrative description*)
1	Up to 10%	Up to 10% reduction in normal, "long term" water supply (including conjuntive use water in storage); response actions includes voluntary public demand reduction of 10%, and community outreach encouraging conservation.
2	Up to 20%	Up to 20% reduction in normal, "long term" water supply (including conjuntive use water in storage); includes any actions from Shortage Level 1. Response actions include mandatory 10% reduction - Increased public outreach, restaurants serve water upon request, lodging must offer opt out of linen services
3	Up to 30%	Up to 30% reduction in normal, "long term" water supply (including conjuntive use water in storage); response actions includes any actions from Shortage Levels 1 and 2. Response actions include mandatory 20% reduction - limit landscape irrigation to certain number of days per week
4	Up to 40%	Up to 40% reduction in normal, "long term" water supply (including conjuntive use water in storage); response actions includes any actions from Shortage Levels 1, 2 and 3. Response actions include mandatory 25% reduction - limit irrigation of lawns to once a week except for lawns and turf irrigate with recycled water, restrict water use for decorative water features, limit filling of pools only to cases where appropriate cover is in place
5	Up to 50%	Up to 50% reduction in normal, "long term" water supply (including conjuntive use water in storage); response actions includes any actions from Shortage Levels 1 - 4. Response actions include mandatory 30% reduction - prohibit filling of swimming pools, washing of automobiles only limited to facilities using recycled water, prohibit potable water use for construction activities,industrial water users required to reduce water use (food processing, concrete mixing plant)
6	>50%	Greater than 50% reduction in normal, "long term" water supply (including conjuntive use water in storage); response actions includes any actions from Shortage Levels 1 - 5. Response actions include mandatory 30% reduction - prohibit landscape irrigation except for irrigation with use of recycled water, industrial water users required to further reduce water use (food processing, concrete mixing plant)
NOTES:		

Notes:

1. Taken from Table 8-1 in the BCVWD 2020 UWMP.

4 2021 Beaumont Pointe WSA Attachments

Beaumont Basin Adjudication and 2020 Annual Watermaster Report

Water Code Section 10910(f) must be met which will require the Project's WSA to include a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater the public system. While the updated sections above summarize the amount of groundwater available for BCVWD listed in the 2020 UWMP, the following will be included as attachments to meet the requirements of Water Code Section 10910(f).

Attachment A – Beaumont Basin Formation Documents

Attachment B – Amended Judgement Pursuant to Stipulation Adjudicating Groundwater Rights in the Beaumont Basin

Attachment C – Beaumont Basin Watermaster 2020 Consolidated Annual Report and Engineering Report

Beaumont Cherry Valley Water District 2020 Urban Water Management Plan and Water Shortage Contingency Plan

The information presented in the Project's WSA references the 2020 BCVWD 2020 UWMP. The following attachments include the updated BCVWD 2020 UWMP and their new 2020 BCVWD Water Shortage Contingency Plan.

Attachment D – BCVWD 2020 Urban Water Management Plan

Attachment E – BCVWD 2020 Water Shortage Contingency Plan

Water Supply Assessment for Beaumont Pointe – April 13th, 2021

This addendum is intended to update the Project's previously approved WSA. Attached will be the previously approved WSA for the Project

Attachment F – Water Supply Assessment for Beaumont Pointe – April 2021

Appendix D – Hidden Canyon Beaumont Distribution Center – Water Demands and Domestic Water Service Calculations

January 23, 2020,

Mr. Erik Engelstad
Lassen Development Partners, LLP
3900 S Wadsworth Blvd
Denver, CO 80235

Subject: Hidden Canyon Beaumont Distribution Center – Water Demands and Domestic Water Service Calculations

Charles Marr Consulting (CMC), partnered with Thienes Engineering Inc, has completed the analysis of the Hidden Canyon Beaumont Distribution Center (HC or Project) for the purpose of:

1. Estimating the potable and non-potable water demands
2. Defining a potable water distribution system that could be approved by the Beaumont-Cherry Valley Water District
3. Providing hydraulic calculations supporting the domestic water pipeline sizes for serving the Project from the proposed Fourth Street extension

Conclusion

The fire flow analysis performed here is conservatively based on a higher standard than required by the fire department. The District will provide the required 4,000 gpm at 20 psi for Hidden Canyon at a minimum service pressure of 20 psi. (For the purposes of a conservative analysis 5,000 gpm at 30 psi is used here.) This analysis shows that the 2650 Zone can supply up to 4,500 gpm to the Project site during emergency fireflow. Any supplemental flow to the HC project site can be provided from the proposed 4th Street PRV station and 2750 Zone.

Hidden Canyon Project Description

The Hidden Canyon development project is planned for approximately 2.9 million square feet of warehouse structures (2 separate buildings, **Attachment 1**) and is located in the City of Beaumont and within the Beaumont-Cherry Valley Water District service area. Access to the project site will include extension of 4th Street to the west from Potrero Boulevard.

The District recently oversaw the construction of the 24-inch transmission pipeline in Potrero Boulevard extending their backbone 2650 Zone from north of the 60 freeway to 4th Street. The construction also extended the 2650 Zone to the east in 4th Street with a 24-inch pipeline to the proposed location of the 2750-to-2650 pressure-reducing valve (PRV) station.

The District's September 24, 2019 memorandum (**Attachment 2**) identified design PRV station flows and a preliminary layout of the station. It indicates that the 2750 Zone can provide in excess of 5,000 gpm through year 2030. Peak hour demand from future projects including

Hidden Canyon, Olivewood and Jack Rabbit Trail are envisioned to require supplemental service through the PRV station with primary service from the Hannan Tank, which floats the 2650 Zone from north of the freeways. A fire hydrant flow test performed last year on the 2750 Zone upstream of the proposed PRV station at the 18-inch pipeline loop for the recently constructed Amazon Distribution Center approximately 0.67 miles east of Potrero Boulevard confirms this. The fire hydrant flow test (**Attachment 3**) hydraulic results are as follows:

- Minimum Static Pressure = 91 psi
- Maximum Static Pressure = 105 psi (Avg is calculated as 98 psi)
- Observed flow = 4,000 gpm
- Residual Pressure during flow = 76 psi

The calculations performed for this technical memorandum (**Attachment 4**) show these hydraulic figures equate to 6,000 gpm at 72 psi at the proposed PRV station location. The 2750 Zone will be essential for redundancy and reliability of the 2650 Zone south of the 60 Freeway and west of Potrero Boulevard.

In order to confirm the Attachment 4 calculations, Thienes Engineering requested and received two additional fire hydrant flow tests for two separate fire hydrants – FH No. 1 located at Oak Valley Parkway and Linksman Drive and FH No. 2 located in 4th Street approximately one half mile east of Potrero Boulevard. The fire hydrants represent existing or proposed hydrants within the District's computer hydraulic model. District staff performed the tests using their model simulating current and future demands of the 2650 Zone with the proposed 2650 Zone PRV station in operation. The fire hydrant flow tests are included in **Attachment 6**, and the hydraulic results are as follows:

Fire Hydrant No. 1 (Oak Valley Pkwy and Linksman Dr)

- Minimum Static Pressure = 123 psi
- Maximum Static Pressure = 128 psi (Avg is calculated as 125.5 psi)
- Observed flow = 4,000 gpm
- Residual Pressure during flow = 90.2 psi

Fire Hydrant No. 2 (4th Street east of Potrero Blvd)

- Minimum Static Pressure = 90 psi
- Maximum Static Pressure = 95 psi (Avg is calculated as 92.5 psi)
- Observed flow = 4,000 gpm
- Residual Pressure during flow = 57.8 psi

It should be noted that Fire Hydrant No. 2 is located approximately at the proposed site of the PRV station. The results show a drop in pressure between static conditions and observed flow conditions of 35 psi. If the static and residual pressures were read on the 2650 Zone at the simulated fire flow location on the downstream side of the proposed PRV with pressure setting at or slightly below 2650 feet hydraulic gradient, minimal pressure loss would be expected because the PRV would act to maintain the downstream pressure setting regardless of flow.

Therefore, it is apparent the model simulation included a pressure setting on the PRV below 57.8 psi, resulting in no flow assistance from the 2750 Zone. Therefore, in order to confirm the calculations of Attachment 4 using the two recent flow tests (Attachment 6), we provide these revised calculations with the understanding that no assistance from the PRV station occurred during the tests. Thus, during the FH No. 2 test simulation 100 percent of the Project potable water demands were supplied from the main 2650 Zone (Hanna) Tank and the Potrero Boulevard transmission main.

Hidden Canyon Water Demands

The project water demands are estimated based on one employee per 1500 square feet of office/warehouse building structure, and confirms BCVWD staff estimate in the Approved Water Supply Assessment dated February 2019, and Will-serve letter dated March 5, 2019 (**Attachment 5**). Irrigation demands have been updated to reflect measured acreage for the major perimeter slopes and various landscaping for strip irrigation surrounding each building, as well as planter boxes located throughout the parking area. **Table 1** outlines the potable and non-potable water demands of Hidden Canyon Beaumont Distribution Center:

Table 1 - Hidden Canyon Water Demand Estimate

Buildings	Land Use	[1] Bldg Area (sf)	Employee count [2]	Project Site Acreage [1] total	Bldg	Irrig.	Indoor Water Demand Factor [2]	Outdoor Water Demand Factor [3]	[4] Indoor Water Demand	Outdoor Irrigation Demand [5]
1	Ware-house	1,842,040	1,308	85.3	68.2	17.1	15 gpd/emp	670,000 gal/Ac/Yr	19,616 gpd	31,389 gpd
	office	25,000								
2	Ware-house	975,170	692	57.3	46.8	10.5	15 gpd/emp	670,000 AF/Ac/Yr	10,384 gpd	19,274 gpd
	office	25,000								
Total	**Ware-house**	**2,817,210**	**2,000**	**142.6**	**115.0**	**27.6**	**15 gpd/emp**	**670,000 AF/Ac/Yr**	**30,000 gpd**	**50,663 gpd**
	office	**50,000**								
Total		**2,867,210**							**24 AFY**	**57 AFY**

[1] Based on approved site plan and tabulation of proposed land uses.

[2] Based on typical industry planning factor or Water Supply Assessment (Feb 2019) water demand estimate, approved in March 2019 Board meeting.

[3] Based on outdoor water demand factor used for Amazon Distribution Center.

[4] Represents demand on BCVWD potable (domestic) water sources until non-domestic water becomes available.

[5] Represents demand that could be served by non-domestic water sources.

This is consistent with industry standard usage factors and typical landscape ordinance restrictions of recent. Peaking factors can vary based on size of development project and land use type. Based on our recent discussions with District staff, the Project will be conditioned to serve recycled water for all outdoor irrigation. Peaking for the maximum-day demand (highest volume of water used in a 24-hour period) on the domestic water system could range from 1.5 to 4.0 times average demand. Peak-hour peaking could range from 2.0 to 4.0 times the maximum-day demand. **Table 2** presents peaking of the water demands that could be

expected from HC:

Table 2 - Hidden Canyon Water Demand Peaking

Demand	Average		Max Day	Peak hour
	gpd	gpm		
indoor	30,000 gpd	21 gpm	62.5 gpm [1]	187.5 gpm [1]
outdoor	50,663 gpd	35 gpm	- [2]	- [2]

[1] Based on 3 x avg = Max Day; 3 x Max Day = Peak Hour

[2] It is understood that all outdoor irrigation demands will be served by a separate water system. Peaking would depend on City of Beaumont landscape ordinance, landscape and irrigation design.

BCVWD Water System proposed for serving Hidden Canyon

The Hidden Canyon Beaumont Distribution Center project team met with Beaumont Cherry Valley Water District staff on October 9, 2019 to discuss water service for the Project and construction status of the District's 2650 Zone domestic water system in the Project region. With the exception of the pressure-reducing valve (PRV) station, all domestic transmission piping is completed in Potrero Boulevard south to 4th Street and in 4th Street east to the Amazon Distribution Center where it will connect to the 2750 Zone via the PRV station.

One of the primary concerns for the District is water quality and water turnover in the piping system for Hidden Canyon. The Project will require approximately one mile of transmission pipeline in 4th Street from the existing facilities in Potrero Boulevard, which represents a large volume of water that will only serve the Project in the interim. Thus, circulation is necessary in order to maintain water quality without regular flushing of the pipeline due to a relatively low average daily demand. This can be achieved by a dual piping system within 4th Street connecting to the Potrero Boulevard transmission main to serve the HC project and operate in the interim specifically to circulate 2750 and 2650 Zone water, as illustrated in **Figures 1 and 2**:

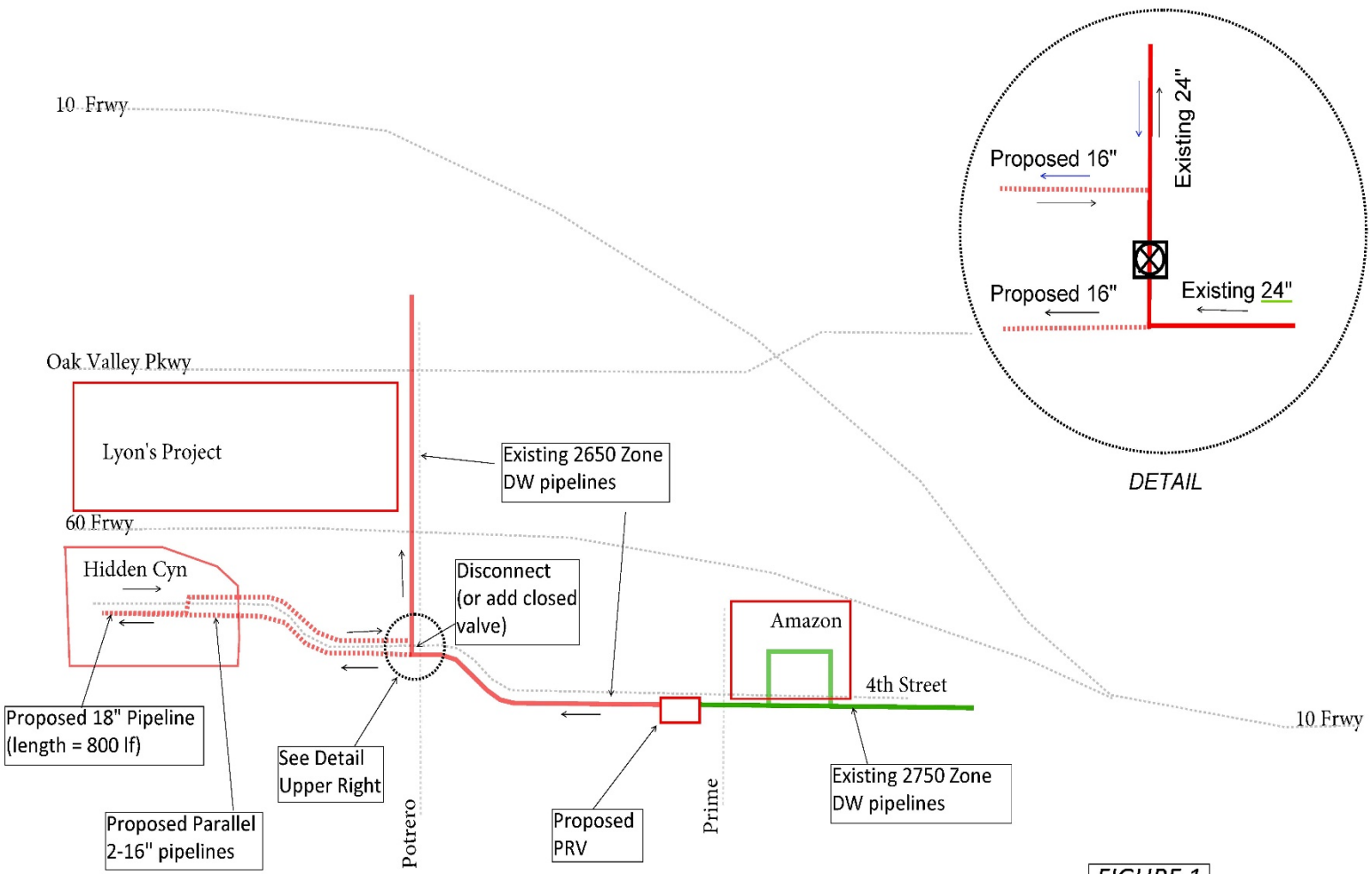
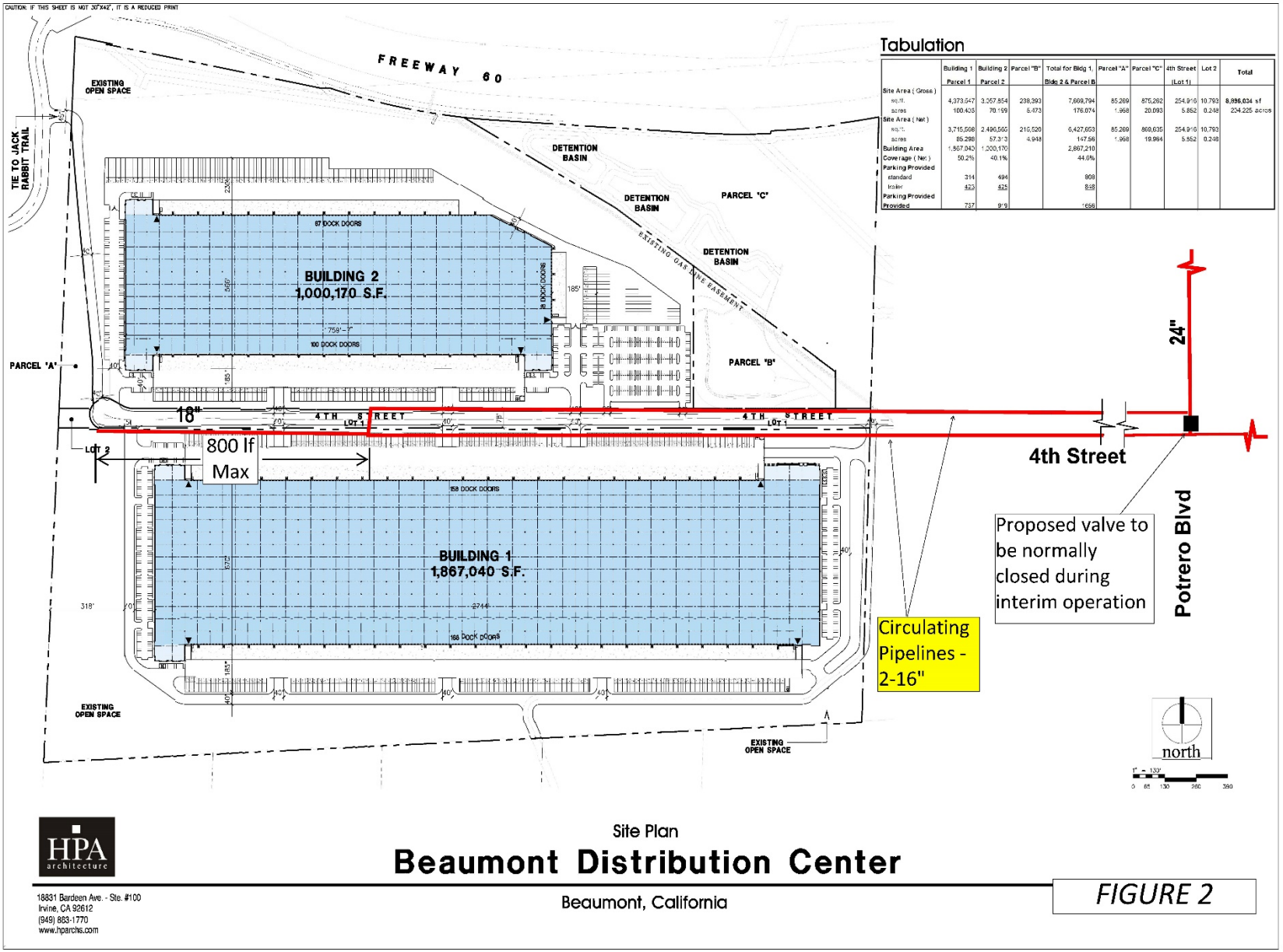


FIGURE 1

Charles Marr Consulting



	Building 1 Parcel 1	Building 2 Parcel 2	Parcel "B"	Total for Bldg 1, Bldg 2 & Parcel B	Parcel "A"	Parcel "C"	4th Street (Lot 1)	Lot 2	Total
Site Area (Gross)									
sq.ft.	4,373,647	3,057,854	238,393	7,669,794	85,269	875,262	254,910	10,793	8,896,034 sf
acres	100.403	70.199	5.473	176.074	1.958	20.093	5.852	0.248	204.225 acres
Site Area (Net)									
sq.ft.	3,715,598	2,496,560	210,520	6,427,653	85,269	869,635	254,910	10,793	
acres	85.298	57.313	4.948	147.56	1.958	19.964	5.852	0.248	
Building Area	1,867,040	1,000,170		2,867,210					
Coverage (Net)	50.2%	40.1%		44.6%					
Parking Provided									
standard	314	494		808					
trailer	423	425		848					
Parking Provided Provided	737	919		1656					

Charles Marr Consulting

The figures illustrate this recent solution to the water quality concern with one minor modification – a closed valve between the connection points at Potrero Boulevard. Employing the dual piping configuration with a closed valve at Potrero Boulevard and 4th Street between the two connection points for the new HC supply system will create true circulation when supplied by the proposed PRV station. The District memorandum (Attachment 2) indicates domestic water from the proposed PRV station could be used to backfeed the 2650 Zone and replenish its storage (Hannan Tank). By diverting flow through the Project site as part of a normal conveyance path to the central service areas of the 2650 Zone to the north, the District can maintain water circulation and quality during sole service to HC in the interim to this remote area.

we should recommend that this continue to be normal operating procedures until demand picks up in this area

This would be an interim operating condition until more development occurs to the west of the HC project. Ultimately, the future demand to the west and north will provide the daily turnover of system water without requiring the forced circulation in 4th Street, and the closed valve can be permanently opened. The 4th Street system would be sized to equal the ultimate transmission capacity planned for future development to the west. Attachment 4 includes calculations that confirm the dual piping configuration (2-16-inch pipelines) for interim and ultimate operation in 4th Street west of Potrero Boulevard.

Additional calculations are performed to analyze the FH No. 1 and FH No. 2 test results that would represent the primary hydraulic source for the Project, while the PRV station to the east, supplied from the 2750 Zone would act as a secondary source for supplementing unusual peak demands and emergency fire flow. **Figure 3** illustrates the location of the additional fire flow tests for FH No. 1 and FH No. 2, as well as the 2650 Zone piping required to convey flows to the proposed Hidden Canyon Distribution Center.

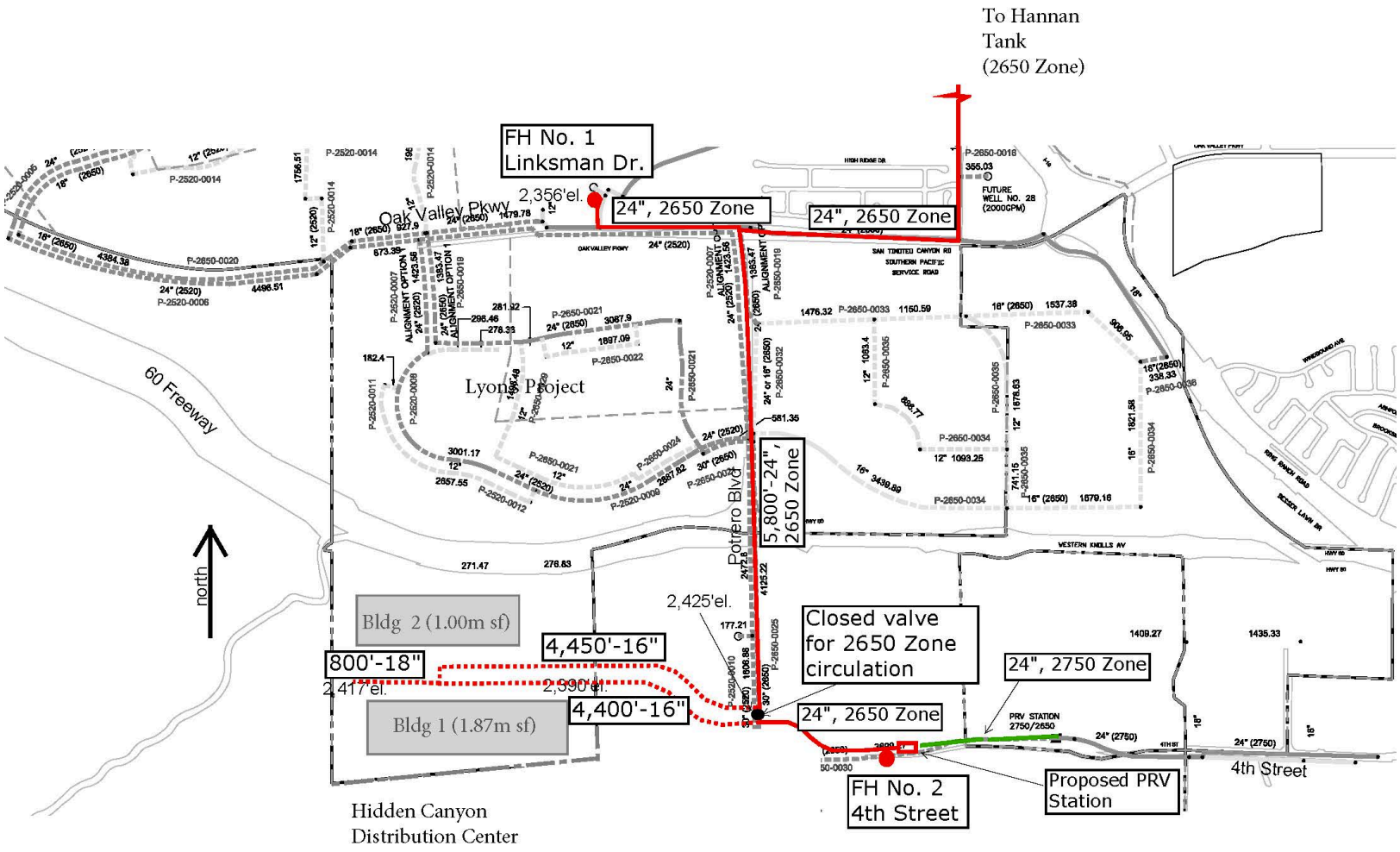

To Hannan
Tank
(2650 Zone)
FH No. 1
Linksman Dr.
2,356'el.
24", 2650 Zone
24", 2650 Zone
Oak Valley Pkwy
60 Freeway
Lyons Project
Potrero Blvd
5,800'-24",
2650 Zone
north
Bldg 2 (1.00m sf)
800'-18"
2,417'el.
4,450'-16"
2,390'el.
4,400'-16"
Bldg 1 (1.87m sf)
2,425'el.
Closed valve
for 2650 Zone
circulation
24", 2650 Zone
24", 2750 Zone
PRV STATION
2750/2650
FH No. 2
4th Street
Proposed PRV
Station
4th Street
Hidden Canyon
Distribution Center

FIGURE 3

Attachment 7 includes the additional calculations that confirm the dual piping configuration analyzed here with the 16-inch pipelines under interim and ultimate operation is adequate to supply 5,000 gpm fireflow during maximum-day demand. **Table 3** summarizes the service pressures resulting from the 2018 flow test and the two additional flow tests recently provided by the District, as included in **Attachments 3 and 6**, respectively. It should be noted that the District flow tests were based on a fire flow of 4,000 gpm, and that 5,000 gpm was used for this technical memorandum to provide a conservative analysis.

Table 3 - Calculated HGLs and Project Service Pressures

Fire Flow Test	at Potrero Blvd and 4th Street	Flow from 2650 Zone	Flow from PRV (2750 Zone)	Total HC Project Flow [1]	West end of Hidden Cyn		Meets minimum pressure?
					HGL	Service Pressure [2]	
May 2018	2646 feet	0 gpm	5,063 gpm	5,063 gpm	2,580 ft	71 psi	Yes
Nov. 2019 (FH No. 1)	2493 feet	5,063 gpm	0 gpm	5,063 gpm	2,448 ft	13 psi	No
Nov. 2019 (FH No. 2)	2493 feet	5,063 gpm	0 gpm	5,063 gpm	2,448 ft	13 psi	No
Nov. 2019 (FH No. 1)	2493 feet	4,493 gpm	570 gpm	5,063 gpm	2,493 ft	33 psi	Yes
Nov. 2019 (FH No. 2)	2493 feet	4,493 gpm	570 gpm	5,063 gpm	2,493 ft	33 psi	Yes

[1] For May 2018 test, all Project service flow supplied through proposed 4th Street PRV and 2750 Zone. For November 2019 test, all Project service flow supplied from Hannan Tank and Potrero Blvd 2650 Zone.

[2] Based on Project service elevation equal 2417'el. above mean sea level.

The District will provide the required 4,000 gpm at 20 psi for Hidden Canyon at a minimum service pressure of 20 psi. However, the analysis performed here is conservatively based on a higher standard than required by the fire department (5,000 gpm fireflow for Hidden Canyon at a minimum service pressure of 30 psi). Table 3 summarizes the calculations and indicates that the most recent model simulation tests performed by BCVWD staff show that the 2650 Zone can supply up to 4,500 gpm to the Project site during emergency fireflow. Any supplemental flow to the site can be provided from the proposed 4th Street PRV station.

For interim operation of the on-site transmission system serving only Hidden Canyon, the required length of the dual piping system from Potrero Boulevard to the HC project depends on the turnover rate by daily HC water demands that can 'consume' the volume of water in the west-most 4th Street 18-inch deadend pipeline. For the purposes of this analysis, water turnover is proposed every eight (8) hours at average demand. **Table 4** summarizes the volume calculations of various lengths of 18-inch pipe versus HC demand for eight hours.

Table 4 - Proposed length of Deadend 18-inch TM in 4th Street

Average HC Domestic Water Demand	Volume (on average) Consumed in 8 hours	Volume of 18-inch Pipe at…			
		1000 lf	900 lf	800 lf	700 lf
30,000 gpd	10,000 gal	13,220 gal	11,898 gal	10,576 gal	9,254 gal

This shows that the volume stored in approximately 800 linear feet of 18-inch pipeline is purged by HC demand approximately every eight hours. Therefore, 800 linear feet could be the length of service pipe at the west end of 4th Street within the HC project site. At maximum day demand, approximately three (3) times the length of 18-inch pipe, or 2,400 linear feet, could be purged by HC demand in 8 hours.

Please let me know if you have any questions.

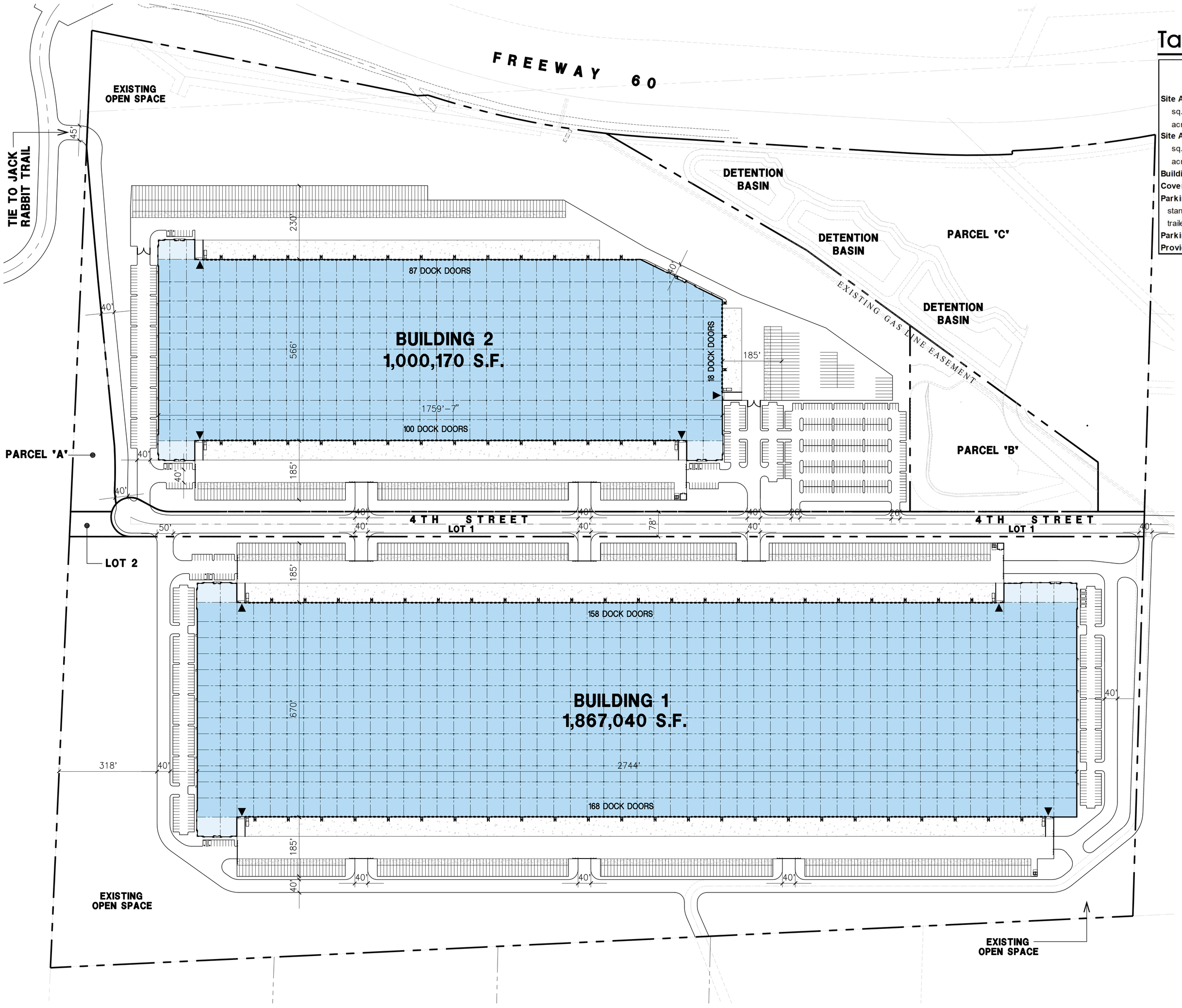
Charlie Marr, P.E.
Charles Marr Consulting
(562) 781-7936
(714) 264-6719 mobile
charlie@cmarrcon.com

Attachment 1 - Hidden Canyon Site plan
Attachment 2 - BCVWD Memorandum – Design of PRV
Attachment 3 - Fire Flow Analysis
Attachment 4 - Engineering calculations
Attachment 5 - Updated Will-serve letter
Attachment 6 - Additional Fire flow Analyses (for revised report)
Attachment 7 - Additional Engineering Calculations (for revised report)

ec: Bruce McDonald, McDonald Property Group
Brian Thienes, Thienes Engineering, Inc.
Reinhard Stenzel, Thienes Engineering, Inc.
file

ATTACHMENT 1

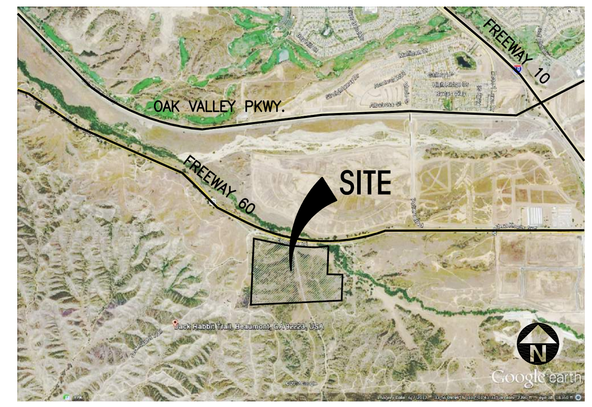
CAUTION: IF THIS SHEET IS NOT 30"X42", IT IS A REDUCED PRINT



Tabulation

	Building 1 Parcel 1	Building 2 Parcel 2	Parcel "B"	Total for Bldg 1, Bldg 2 & Parcel B	Parcel "A"	Parcel "C"	4th Street (Lot 1)	Lot 2	Total
Site Area (Gross)									
sq.ft.	4,373,547	3,057,854	238,393	7,669,794	85,269	875,262	254,916	10,793	**8,896,034** sf
acres	100.403	70.199	5.473	176.074	1.958	20.093	5.852	0.248	204.225 acres
Site Area (Net)									
sq.ft.	3,715,568	2,496,565	215,520	6,427,653	85,269	869,635	254,916	10,793	
acres	85.298	57.313	4.948	147.56	1.958	19.964	5.852	0.248	
Building Area	1,867,040	1,000,170		2,867,210					
Coverage (Net)	50.2%	40.1%		44.6%					
Parking Provided									
standard	314	494		808					
trailer	423	425		848					
Parking Provided									
Provided	737	919		1656					

Aerial Map



Legend

- OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR

north

1" = 130'

0 65 130 260 390

HPA architecture

Site Plan

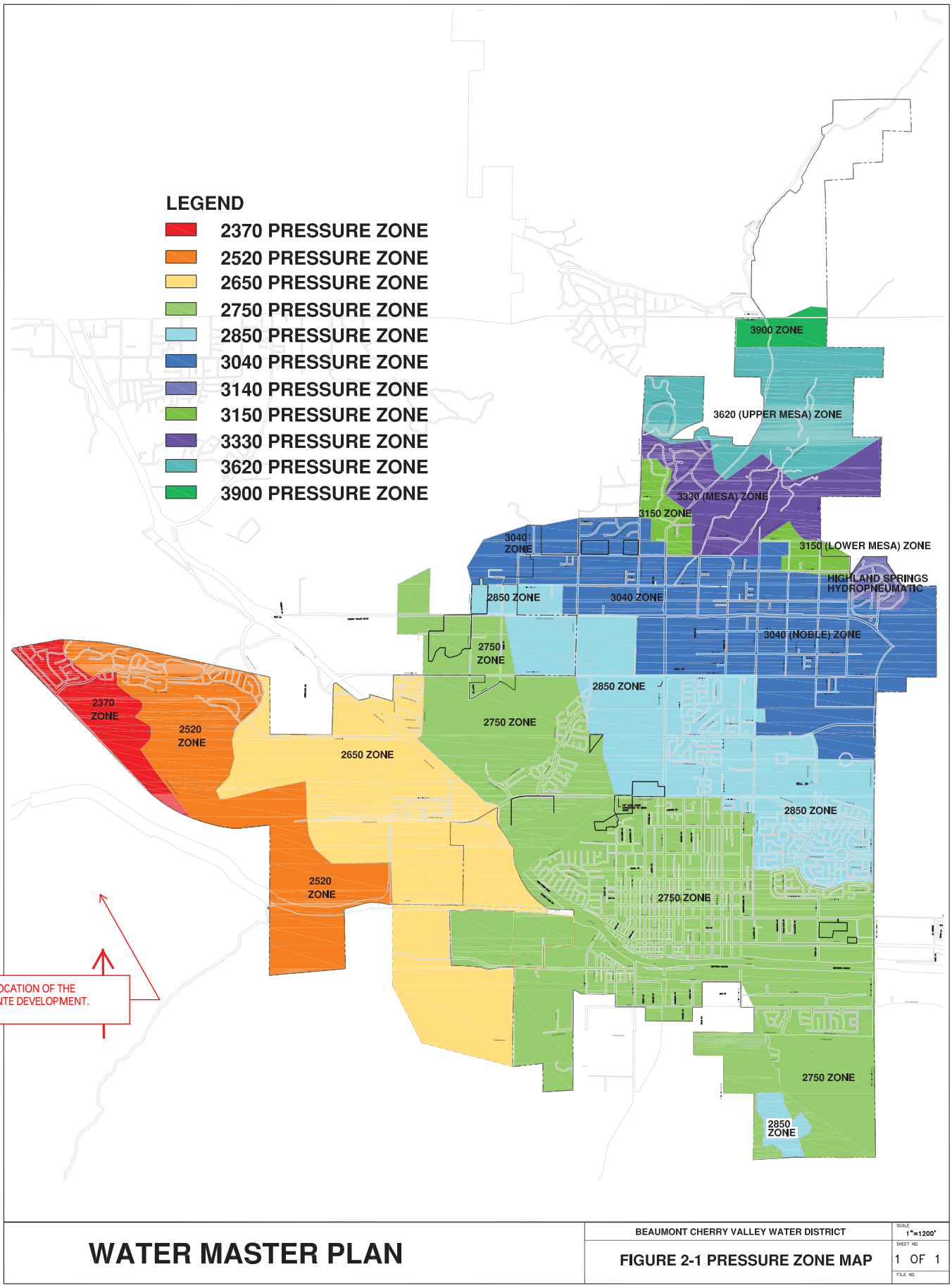
Beaumont Distribution Center

18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

Beaumont, California

August 13, 2018 / Job #10282
Scheme 1

Appendix E – BCVWD Potable Water Utility Exhibit – 2016 Potable Water Master Plan



WATER MASTER PLAN

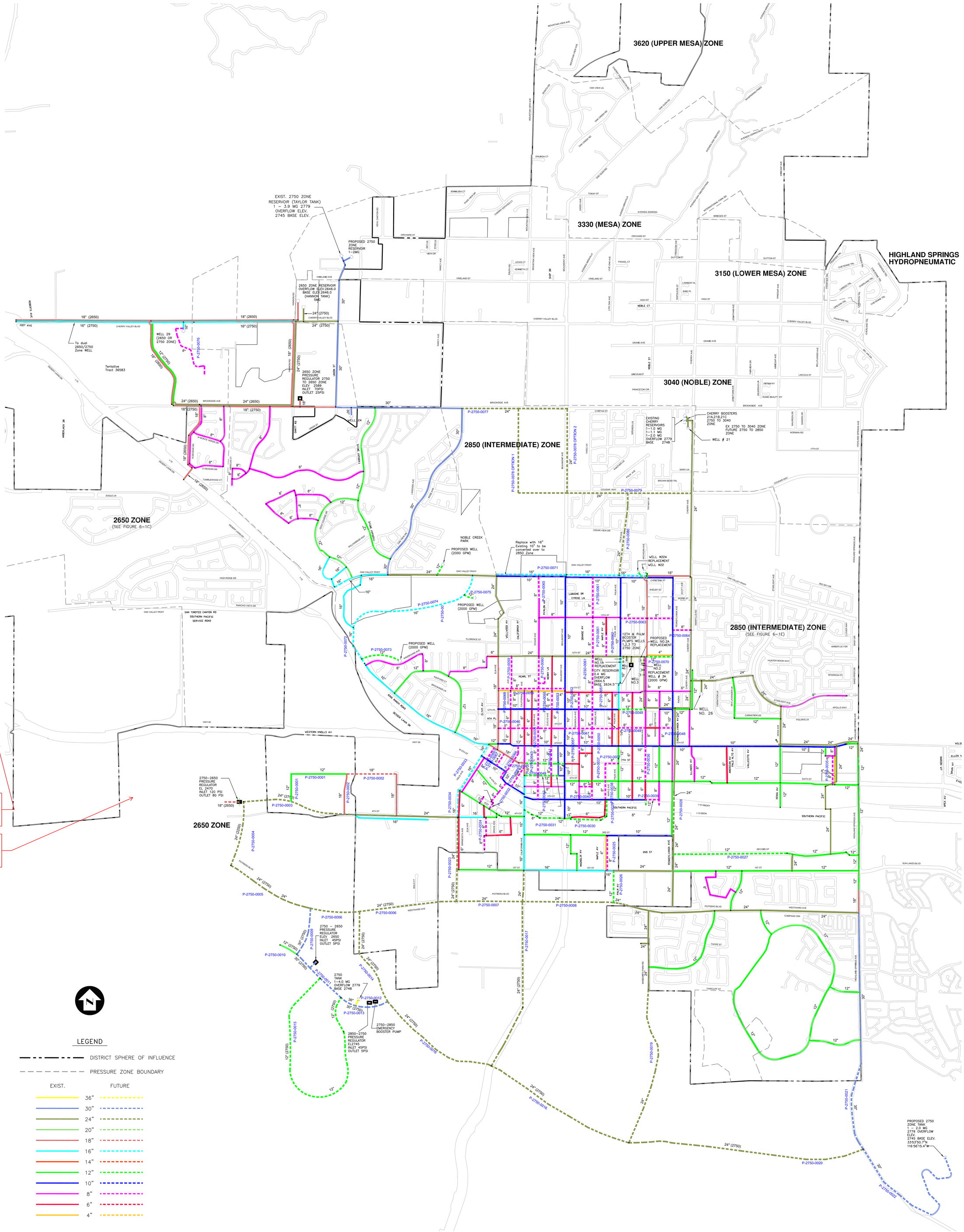
BEAUMONT CHERRY VALLEY WATER DISTRICT

FIGURE 2-1 PRESSURE ZONE MAP

SCALE: 1"=1200'

SHEET NO. 1 OF 1

FILE NO.



not to scale

NOBEL SYSTEMS
436 E. VANDERBILT WAY, SAN BERNARDINO, CALIFORNIA 92408
Phone 1-909-890-5611

WATER MASTER PLAN

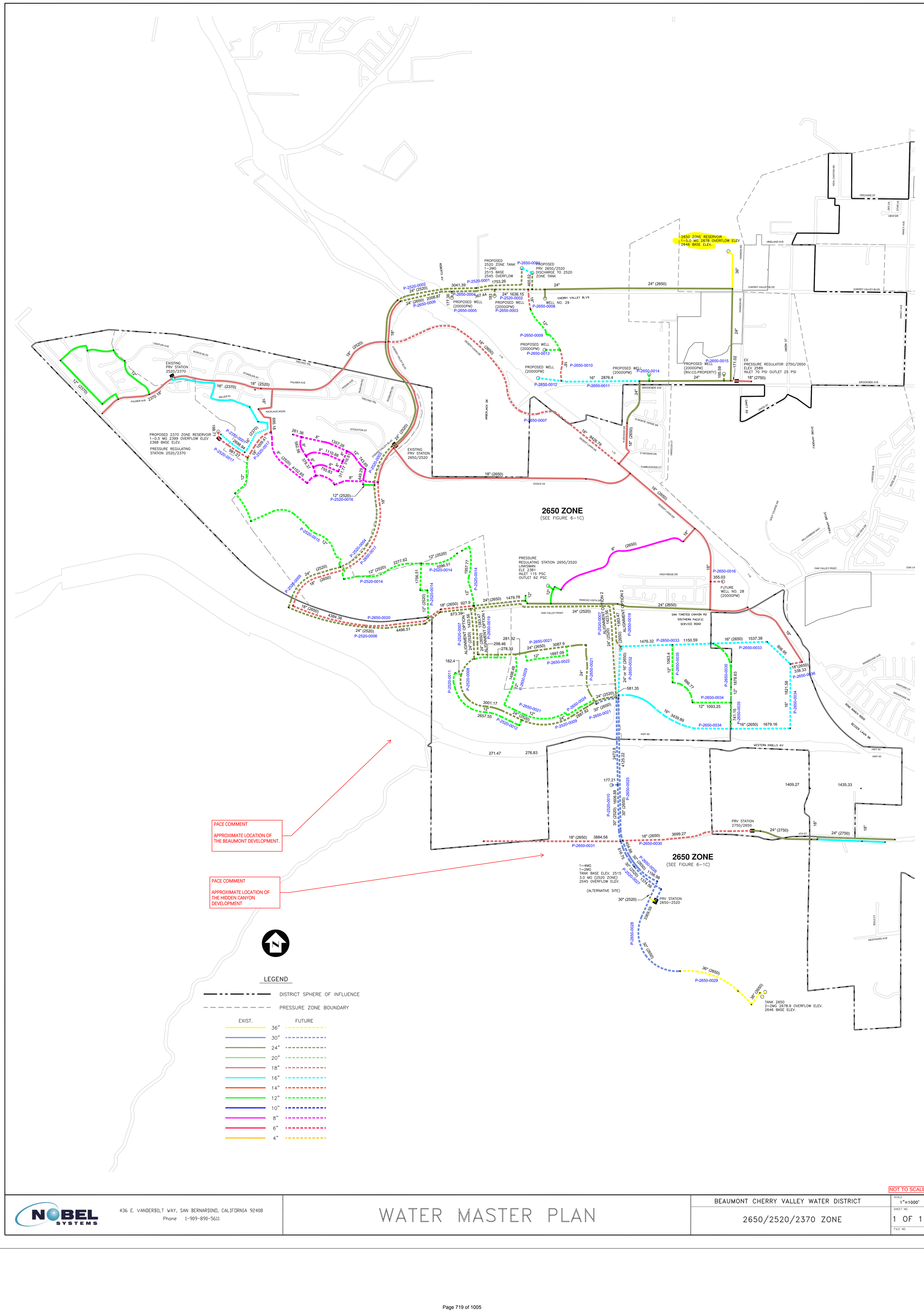
BEAUMONT CHERRY VALLEY WATER DISTRICT

2750 (BEAUMONT) ZONE

SCALE 1"=1000'

SHEET NO. 1 OF 1

FILE NO.



NOT TO SCALE

NOBEL SYSTEMS 436 E. VANDERBILT WAY, SAN BERNARDINO, CALIFORNIA 92408 Phone 1-909-890-5611	WATER MASTER PLAN	BEAUMONT CHERRY VALLEY WATER DISTRICT 2650/2520/2370 ZONE	SCALE 1"=1000' SHEET NO. 1 OF 1 FILE NO.

Appendix F – Design of PRV on Fourth Street, 2750 Zone to 2650 Zone

Beaumont Cherry Valley Water District
560 Magnolia Avenue
Beaumont, CA 92223
951-845-9581 www.bcvwd.org

DATE: September 24, 2019

TO: Dan Jaggers, PE, General Manager
Mark Swanson, PE, Senior Engineer

FROM: Joe Reichenberger PE, Senior Engineer

SUBJECT: Design of PRV on Fourth St., 2750 Zone to 2650 Zone

An EPANET2 computer model was used to analyze the 2650, 2520 and 2370 Pressure Zones which are currently supplied by the Hannon Tank and a large transmission main from the Hannon Tank which runs south and crosses under I-10 in jacked casing near Desert Lawn Drive and Champions Drive. Also, the 2750 Pressure Zone was modeled to determine the effects of the demands on the 2750 Pressure Zone through the proposed pressure reducing station. The proposed pressure reducing station on Fourth Street will act as a necessary backup and secondary supply during high demand times, e.g., peak hour demands and maximum day demand plus fire flow. The station flows were also analyzed under minimum flows. Two conditions were analyzed: Current (2020) and (projected future) 2030 demands. It is believed that a second 2650 Zone water storage tank will be constructed south of Highway 60 around 2030 or when needed depending on development conditions. In addition, a 2520 Zone tank is anticipated south of 4th Street as shown in the District's Potable Water Master Plan.

Under normal conditions, i.e., other than maximum day demand plus fire flow and peak hour demands, Hannon Tank will be able to meet the demand and provide adequate pressure. It is under the fire flow and peak hour conditions that the pressure regulator is needed to support Hannon Tank. In the analysis, a 4,000 gpm fire flow was assumed for the Hidden Canyon Development area and/or the Olivewood Development area.

Table 1
Range of Flows for Pressure Regulating Station on 4th St.

	2020	2020 No Hannon	2030	2030 No Hannon
Average Day, gpm	0	1,962	0	3,512
Maximum Day, gpm	0	3,924	690	7,024
Peak Hour Reduced Peak Factor, gpm	1,998	8,830	6,280	15,803
Mininum Month, gpm	0	1,079	0	1,932
Minimum Flow, gpm	0	432	0	773
Maximum Day plus Fire	1,703	7,524	3,856	11,023

Table 1 was developed from hydraulic model analysis.

The 2750 Zone is able to provide 6,000 gpm currently, and about 5,500 gpm at the proposed pressure regulating station, based on development conditions in 2030. This is over and above the existing demands in the 2750 Pressure Zone. Table 1, above, shows that the potable water system will be able to meet the demands to approximately 2030. BCVWD believes the demands, particularly those for peak hour are conservative. With regulations requiring reduced outdoor water use, the normal daily peaking factors will most likely be reduced. In the analysis, a peaking factor of 2.25 times the demand on the maximum day was used for the peak hour.

Various analyses were performed with the Hannon Tank being out of service, which would result in all flows to the 2650 and lower pressure zones coming through the proposed pressure regulating station. This would put a large burden on the 2750 Zone which it would not be able to supply at the proposed regulating station. It is very unlikely that Hannon Tank will be out of service for maintenance for an extended duration. The Hannon Tank is a prestressed concrete tank constructed approximately 14 years ago; therefore it is relatively new. The Hannon Tank can be filled with water pumped from Well 29 or from the 2750 Pressure Zone. There is an interconnection between the Well 29 discharge pipeline and the 2650 Pressure Zone. In an emergency, Well 29 could be operated and pumped directly into the system without having Hannon Tank in service.

Based on the range of flows from the model, the pressure regulating station should consist of one 4", and two 8" ClaValves, Model 92-01, Pressure Reducing Valve with Pressure Sustaining Feature, class 150. This combination of sizes meets the minimum requirements and provides adequate capacity to meet the maximum day demand plus fire with the Hannon Tank out of service. A cavitation check indicates that special hardened metallurgy is not required. Table 2 shows the recommended initial valve sizing for the proposed pressure regulating stations.

Table 2
Valve Sizes and Capacities for Pressure Regulating Station on 4th St.

	Diameter, in	Max gpm	Min gpm	Intermittent Max gpm
Valve 1	4	800	4	990
Valve 2	8	3,100	15	3,900
Valve 3	8	3,100	15	6,150
Total		7,000		11,040

The pressure regulating station is designed to be expandable as development occurs in the 2650 and lower pressure zones. The station is designed with a small valve and two larger valves, to accommodate the higher demand and fire flow. The station should be set allowing the small valve to open first, followed in-turn by the larger valves as flows increase.

The pressure sustaining feature is needed to ensure there is adequate pressure in the 2750 Zone at all times. The valves shall be set to maintain a minimum pressure of approximately 70 psi in the 2750 Zone at the pressure reducing valve inlet. This will provide sufficient operating pressure in the 2750 Zone, even with 6,000 gpm going through the regulators. The valves shall be set open when the downstream pressure drops below 2650 hydraulic grade line. The 4-in valve shall be set to open first, followed by the first 8-in and then the second 8-in. The

maximum pressure on the upstream side of the valve (2750 Zone) is 125 psi. The inlet and outlet pipes should be at least 18-in diameter. A concept level sketch of the proposed regulating station is shown in Figure 1. Figure 1 is NOT TO SCALE.

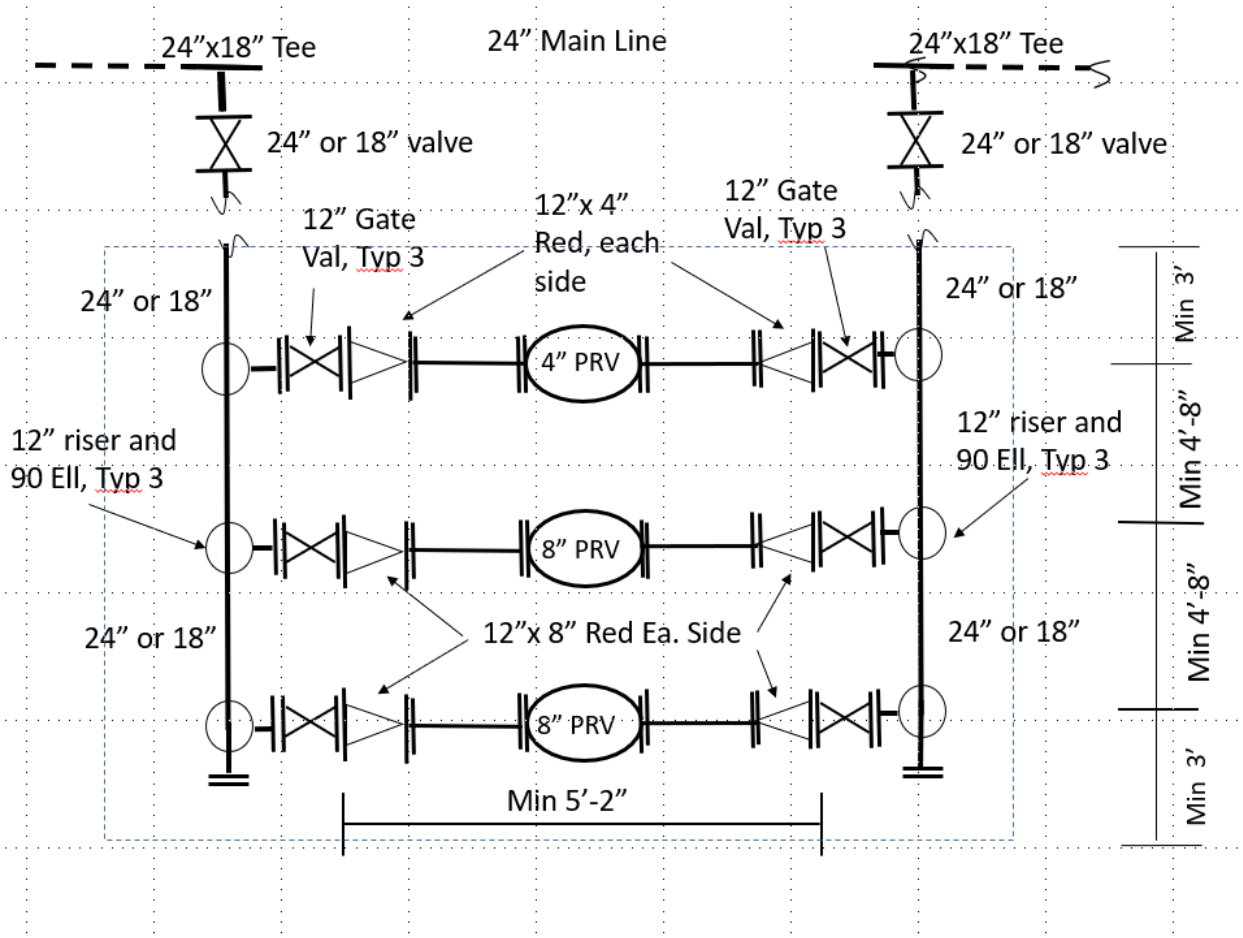


Figure 1
Conceptual Plan for Pressure Regulating Station on 4th Street

The station shall be constructed above ground (not in a vault) adjacent to 4th Street with 24-inch or 18-in, below grade, laterals from the 24-in main line. Each regulator will have a 12-in diameter riser pipeline from the 24-inch or 18-in lateral. Spacing shown allows for future installation of larger regulating valves and provides space for the pilot control systems on the valves.

Other requirements are:

1. Pressure regulating station is to be completely fenced (wrought iron), with a minimum 15-ft wide access gate and meet City of Beaumont requirements, as applicable
2. Provide paved parking for a BCVWD truck or truck/crane located out of traffic (traveled way) for access, operation, maintenance, and repair of the regulating station.

3. Provide a flow meter (propeller type) on the inlet lateral. Ensure proper straight pipe distances upstream and downstream of the meter for meter accuracy
4. Provide at least 100A, 120v power to the station for: power tools, operational solenoids, flow meter SCADA, etc.
5. Install pressure gauges upstream and downstream of each valve for setting adjustment.
6. Provide space in design for future risers as necessary.

Appendix G – Preliminary Cash Flow Analysis

Preliminary Cash Flow Analysis - February 2023
Beaumont Pointe Dev - Domestic Potable/Non-Potable Water and Fire Dist. Systems

	Phase 1	Phase 2	Phase 3
Initial Year	1	3	5
Acres	69.10	85.80	77.70
Building Square Feet	1,414,000	1,681,000	1,900,000
Estimated Yearly 2022 Base Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 499,663	$ 303,370
Estimated Yearly Escalated Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 530,092	$ 341,445
Estimated Yearly 2022 Base Bid Costs - Distribution System[3,2] =	$ 4,646,190	$ 2,408,285	$ 1,398,813
Estimated Yearly Escalated Bid Costs - Distribution System[3,2] =	$ 4,646,190	$ 2,554,949	$ 1,574,376
Assumed Average Useful Life - Distribution Valves[4]=	20	years	
Assumed Average Useful Life - Distribution System[4]=	50	years	
Repair and Replace Asphalt and Traffic Control	0.00%	Or Replacement Costs	
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

Preliminary Draft

	1	2	3	4	5	6	7	8
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2023	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 67,561	$ 69,588	$ 107,306	$ 110,526	$ 136,792	$ 140,896	$ 145,123	$ 149,476
PW / Non-PW and Fire Distribution Loop	$ 180,576	185,994	$ 290,873	299,599	369,776	380,869	392,295	404,064
Subtotal	**$ 248,138**	**$ 255,582**	**$ 398,179**	**$ 410,125**	**$ 506,568**	**$ 521,765**	**$ 537,418**	**$ 553,540**
Operation and Maintenance Funds								
Operations and Maintenance	$ 24,814	$ 25,558	$ 39,818	$ 41,012	$ 50,657	$ 52,176	$ 53,742	$ 55,354
Subtotal	**$ 24,814**	**$ 25,558**	**$ 39,818**	**$ 41,012**	**$ 50,657**	**$ 52,176**	**$ 53,742**	**$ 55,354**
Total Annual Deposit into Reserve	**$ 272,952**	**$ 281,140**	**$ 437,997**	**$ 451,137**	**$ 557,225**	**$ 573,941**	**$ 591,160**	**$ 608,894**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 24,814	$ 25,558	$ 39,818	$ 41,012	$ 50,657	$ 52,176	$ 53,742	$ 55,354
Subtotal	**$ 24,814**	**$ 25,558**	**$ 39,818**	**$ 41,012**	**$ 50,657**	**$ 52,176**	**$ 53,742**	**$ 55,354**
Total Annual Withdraws (Costs) from Reserve	**$ 24,814**	**$ 25,558**	**$ 39,818**	**$ 41,012**	**$ 50,657**	**$ 52,176**	**$ 53,742**	**$ 55,354**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 248,138**	**$ 503,720**	**$ 901,899**	**$ 1,312,024**	**$ 1,818,592**	**$ 2,340,357**	**$ 2,877,775**	**$ 3,431,315**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 272,952	$ 281,140	$ 437,997	$ 451,137	$ 557,225	$ 573,941	$ 591,160	$ 608,894
CFD Admin	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487
Total Anticipated Annual CFD Proceeds	**$ 282,952**	**$ 291,340**	**$ 448,401**	**$ 461,749**	**$ 568,049**	**$ 584,982**	**$ 602,421**	**$ 620,381**
Total Industrial SqFt	**1,414,000**	**1,414,000**	**3,095,000**	**3,095,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.1010**	**0.1041**	**0.1072**	**0.1104**	**0.1137**	**0.1171**	**0.1206**	**0.1242**
Anticipated Undeveloped CFD Proceeds per Acre	**857**	**882**	**1,501**	**1,545**	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 142,873**	**$ 147,159**	**$ 331,770**	**$ 341,723**	**$ 568,049**	**$ 584,982**	**$ 602,421**	**$ 620,381**
Anticipated Undeveloped CFD Proceeds	**140,078**	**144,181**	**116,632**	**120,027**	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 282,952**	**$ 291,340**	**$ 448,401**	**$ 461,749**	**$ 568,049**	**$ 584,982**	**$ 602,421**	**$ 620,381**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 24,814	$ 25,558	$ 39,818	$ 41,012	$ 50,657	$ 52,176	$ 53,742	$ 55,354
Admin	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487
Subtotal	**$ 34,814**	**$ 35,758**	**$ 50,222**	**$ 51,625**	**$ 61,481**	**$ 63,217**	**$ 65,003**	**$ 66,841**
Anticipated CFD Cash Flow								
CFD Revenues	$ 248,138	$ 503,844	$ 902,275	$ 1,312,851	$ 1,820,076	$ 2,342,751	$ 2,881,340	$ 3,436,321
Estimated Interest Earnings	124	252	451	656	910	1,171	1,441	1,718
Less: Replacement Costs	-	-	-	-	-	-	-	-
Total Cumulative Annual CFD Balance	**$ 248,262**	**$ 504,096**	**$ 902,727**	**$ 1,313,508**	**$ 1,820,986**	**$ 2,343,922**	**$ 2,882,781**	**$ 3,438,039**

Notes

1 Estimated 2022 bid costs for the just valves on the PW and Fire Distribution Loops. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* by Developer's Research.

2 Line item costs also include the associated asphalt repair costs need to construct the improvements.

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4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

5 Total replacement funds are based on the future replacement costs (adjusted for inflation).

6 Annual O&M Costs are based on 10.00% of annual Replacement Funds.

7 Total replacement funds are based on the future replacement costs (adjusted for inflation) spread out through the average useful life of the equipment. Anticipated Replacement Funds escalated by 20 year average of the Engineering News-Record City Cost Index for Los Angeles.

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Estimated Yearly Escalated Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 530,092	$ 341,445
Estimated Yearly 2022 Base Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,408,285	$ 1,398,813
Estimated Yearly Escalated Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,554,949	$ 1,574,376
Assumed Average Useful Life - Distribution Valves[4]=	20 years		
Assumed Average Useful Life - Distribution System[4]=	50 years		
Repair and Replace Asphalt and Traffic Control	0.00% Or Replacement Costs		
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

Assumed Average Inflation Rate per Year for ENR	9 3.00% 2031	10 3.00% 2032	11 3.00% 2033	12 3.00% 2034	13 3.00% 2035	14 3.00% 2036	15 3.00% 2037	16 3.00% 2038
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 153,961	$ 158,579	$ 163,337	$ 168,237	$ 173,284	$ 178,482	$ 183,837	$ 189,352
PW / Non-PW and Fire Distribution Loop	416,186	428,672	441,532	454,778	468,421	482,474	496,948	511,856
Subtotal	**$ 570,147**	**$ 587,251**	**$ 604,869**	**$ 623,015**	**$ 641,705**	**$ 660,956**	**$ 680,785**	**$ 701,208**
Operation and Maintenance Funds								
Operations and Maintenance	$ 57,015	$ 58,725	$ 60,487	$ 62,301	$ 64,171	$ 66,096	$ 68,078	$ 70,121
Subtotal	**$ 57,015**	**$ 58,725**	**$ 60,487**	**$ 62,301**	**$ 64,171**	**$ 66,096**	**$ 68,078**	**$ 70,121**
Total Annual Deposit into Reserve	**$ 627,161**	**$ 645,976**	**$ 665,355**	**$ 685,316**	**$ 705,876**	**$ 727,052**	**$ 748,863**	**$ 771,329**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 57,015	$ 58,725	$ 60,487	$ 62,301	$ 64,171	$ 66,096	$ 68,078	$ 70,121
Subtotal	**$ 57,015**	**$ 58,725**	**$ 60,487**	**$ 62,301**	**$ 64,171**	**$ 66,096**	**$ 68,078**	**$ 70,121**
Total Annual Withdraws (Costs) from Reserve	**$ 57,015**	**$ 58,725**	**$ 60,487**	**$ 62,301**	**$ 64,171**	**$ 66,096**	**$ 68,078**	**$ 70,121**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 4,001,462**	**$ 4,588,713**	**$ 5,193,582**	**$ 5,816,596**	**$ 6,458,301**	**$ 7,119,258**	**$ 7,800,043**	**$ 8,501,251**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 627,161	$ 645,976	$ 665,355	$ 685,316	$ 705,876	$ 727,052	$ 748,863	$ 771,329
CFD Admin	11,717	11,951	12,190	12,434	12,682	12,936	13,195	13,459
Total Anticipated Annual CFD Proceeds	**$ 638,878**	**$ 657,927**	**$ 677,545**	**$ 697,750**	**$ 718,558**	**$ 739,988**	**$ 762,058**	**$ 784,788**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.1279**	**0.1317**	**0.1356**	**0.1397**	**0.1439**	**0.1481**	**0.1526**	**0.1571**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 638,878**	**$ 657,927**	**$ 677,545**	**$ 697,750**	**$ 718,558**	**$ 739,988**	**$ 762,058**	**$ 784,788**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 638,878**	**$ 657,927**	**$ 677,545**	**$ 697,750**	**$ 718,558**	**$ 739,988**	**$ 762,058**	**$ 784,788**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 57,015	$ 58,725	$ 60,487	$ 62,301	$ 64,171	$ 66,096	$ 68,078	$ 70,121
Admin	11,717	11,951	12,190	12,434	12,682	12,936	13,195	13,459
Subtotal	**$ 68,731**	**$ 70,676**	**$ 72,677**	**$ 74,735**	**$ 76,853**	**$ 79,032**	**$ 81,273**	**$ 83,580**
Anticipated CFD Cash Flow								
CFD Revenues	$ 4,008,186	$ 4,597,441	$ 5,204,608	$ 5,830,225	$ 6,474,846	$ 7,139,039	$ 7,823,394	$ 8,528,514
Estimated Interest Earnings	2,004	2,299	2,602	2,915	3,237	3,570	3,912	4,264
Less: Replacement Costs	-	-	-	-	-	-	-	-
Total Cumulative Annual CFD Balance	**$ 4,010,190**	**$ 4,599,740**	**$ 5,207,211**	**$ 5,833,140**	**$ 6,478,083**	**$ 7,142,609**	**$ 7,827,305**	**$ 8,532,778**

Notes

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4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

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CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

	17	18	19	20	21	22	23	24
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2039	**2040**	**2041**	**2042**	**2043**	**2044**	**2045**	**2046**
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 195,033	$ 200,884	$ 206,910	$ 213,117	$ 219,511	$ 226,096	$ 232,879	$ 239,865
PW / Non-PW and Fire Distribution Loop	527,212	543,029	559,319	576,099	593,382	611,183	629,519	648,404
Subtotal	**$ 722,245**	**$ 743,912**	**$ 766,229**	**$ 789,216**	**$ 812,893**	**$ 837,280**	**$ 862,398**	**$ 888,270**
Operation and Maintenance Funds								
Operations and Maintenance	$ 72,224	$ 74,391	$ 76,623	$ 78,922	$ 81,289	$ 83,728	$ 86,240	$ 88,827
Subtotal	**$ 72,224**	**$ 74,391**	**$ 76,623**	**$ 78,922**	**$ 81,289**	**$ 83,728**	**$ 86,240**	**$ 88,827**
Total Annual Deposit into Reserve	**$ 794,469**	**$ 818,303**	**$ 842,852**	**$ 868,138**	**$ 894,182**	**$ 921,008**	**$ 948,638**	**$ 977,097**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ 1,815,401	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	957,406	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-	-	616,688
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ -**	**$ 1,815,401**	**$ -**	**$ 957,406**	**$ -**	**$ 616,688**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 72,224	$ 74,391	$ 76,623	$ 78,922	$ 81,289	$ 83,728	$ 86,240	$ 88,827
Subtotal	**$ 72,224**	**$ 74,391**	**$ 76,623**	**$ 78,922**	**$ 81,289**	**$ 83,728**	**$ 86,240**	**$ 88,827**
Total Annual Withdraws (Costs) from Reserve	**$ 72,224**	**$ 74,391**	**$ 76,623**	**$ 1,894,323**	**$ 81,289**	**$ 1,041,134**	**$ 86,240**	**$ 705,515**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 9,223,496**	**$ 9,967,408**	**$ 10,733,637**	**$ 9,707,452**	**$ 10,520,345**	**$ 10,400,219**	**$ 11,262,617**	**$ 11,534,199**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 794,469	$ 818,303	$ 842,852	$ 868,138	$ 894,182	$ 921,008	$ 948,638	$ 977,097
CFD Admin	13,728	14,002	14,282	14,568	14,859	15,157	15,460	15,769
Total Anticipated Annual CFD Proceeds	**$ 808,197**	**$ 832,306**	**$ 857,135**	**$ 882,706**	**$ 909,042**	**$ 936,164**	**$ 964,098**	**$ 992,866**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.1618**	**0.1666**	**0.1716**	**0.1767**	**0.1820**	**0.1874**	**0.1930**	**0.1988**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 808,197**	**$ 832,306**	**$ 857,135**	**$ 882,706**	**$ 909,042**	**$ 936,164**	**$ 964,098**	**$ 992,866**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 808,197**	**$ 832,306**	**$ 857,135**	**$ 882,706**	**$ 909,042**	**$ 936,164**	**$ 964,098**	**$ 992,866**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 72,224	$ 74,391	$ 76,623	$ 78,922	$ 81,289	$ 83,728	$ 86,240	$ 88,827
Admin	13,728	14,002	14,282	14,568	14,859	15,157	15,460	15,769
Subtotal	**$ 85,952**	**$ 88,394**	**$ 90,905**	**$ 93,490**	**$ 96,149**	**$ 98,885**	**$ 101,700**	**$ 104,596**
Anticipated CFD Cash Flow								
CFD Revenues	$ 9,255,023	$ 10,003,562	$ 10,774,794	$ 11,569,397	$ 10,572,673	$ 11,415,239	$ 11,325,939	$ 12,219,872
Estimated Interest Earnings	4,628	5,002	5,387	5,785	5,286	5,708	5,663	6,110
Less: Replacement Costs	-	-	-	(1,815,401)	-	(957,406)	-	(616,688)
Total Cumulative Annual CFD Balance	**$ 9,259,650**	**$ 10,008,564**	**$ 10,780,181**	**$ 9,759,781**	**$ 10,577,960**	**$ 10,463,541**	**$ 11,331,602**	**$ 11,609,294**

Notes

1 Estimated 2022 bid costs for the just valves on the PW and Fire Distribution Loops. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* by Developer's Research.

2 Line item costs also include the associated asphalt repair costs need to construct the improvements.

3 Estimated 2022 bid costs for the PW and Fire Distribution Loops excluding the costs for valves. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* per Developer.

4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

5 Total replacement funds are based on the future replacement costs (adjusted for inflation).

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Preliminary Cash Flow Analysis - February 2023
Beaumont Pointe Dev - Domestic Potable/Non-Potable Water and Fire Dist. Systems

	Phase 1	Phase 2	Phase 3
Initial Year	1	3	5
Acres	69.10	85.80	77.70
Building Square Feet	1,414,000	1,681,000	1,900,000
Estimated Yearly 2022 Base Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 499,663	$ 303,370
Estimated Yearly Escalated Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 530,092	$ 341,445
Estimated Yearly 2022 Base Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,408,285	$ 1,398,813
Estimated Yearly Escalated Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,554,949	$ 1,574,376
Assumed Average Useful Life - Distribution Valves[4]=	20	years	
Assumed Average Useful Life - Distribution System[4]=	50	years	
Repair and Replace Asphalt and Traffic Control	0.00%	Or Replacement Costs	
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

	25	26	27	28	29	30	31	32
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2047	**2048**	**2049**	**2050**	**2051**	**2052**	**2053**	**2054**
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 247,061	$ 254,473	$ 262,107	$ 269,971	$ 278,070	$ 286,412	$ 295,004	$ 303,854
PW / Non-PW and Fire Distribution Loop	667,857	687,892	708,529	729,785	751,678	774,229	797,456	821,379
Subtotal	**$ 914,918**	**$ 942,366**	**$ 970,637**	**$ 999,756**	**$ 1,029,748**	**$ 1,060,641**	**$ 1,092,460**	**$ 1,125,234**
Operation and Maintenance Funds								
Operations and Maintenance	$ 91,492	$ 94,237	$ 97,064	$ 99,976	$ 102,975	$ 106,064	$ 109,246	$ 112,523
Subtotal	**$ 91,492**	**$ 94,237**	**$ 97,064**	**$ 99,976**	**$ 102,975**	**$ 106,064**	**$ 109,246**	**$ 112,523**
Total Annual Deposit into Reserve	**$ 1,006,410**	**$ 1,036,602**	**$ 1,067,700**	**$ 1,099,731**	**$ 1,132,723**	**$ 1,166,705**	**$ 1,201,706**	**$ 1,237,757**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 91,492	$ 94,237	$ 97,064	$ 99,976	$ 102,975	$ 106,064	$ 109,246	$ 112,523
Subtotal	**$ 91,492**	**$ 94,237**	**$ 97,064**	**$ 99,976**	**$ 102,975**	**$ 106,064**	**$ 109,246**	**$ 112,523**
Total Annual Withdraws (Costs) from Reserve	**$ 91,492**	**$ 94,237**	**$ 97,064**	**$ 99,976**	**$ 102,975**	**$ 106,064**	**$ 109,246**	**$ 112,523**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 12,449,117**	**$ 13,391,482**	**$ 14,362,119**	**$ 15,361,874**	**$ 16,391,623**	**$ 17,452,263**	**$ 18,544,723**	**$ 19,669,957**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 1,006,410	$ 1,036,602	$ 1,067,700	$ 1,099,731	$ 1,132,723	$ 1,166,705	$ 1,201,706	$ 1,237,757
CFD Admin	16,084	16,406	16,734	17,069	17,410	17,758	18,114	18,476
Total Anticipated Annual CFD Proceeds	**$ 1,022,494**	**$ 1,053,008**	**$ 1,084,434**	**$ 1,116,800**	**$ 1,150,133**	**$ 1,184,463**	**$ 1,219,820**	**$ 1,256,233**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.2047**	**0.2108**	**0.2171**	**0.2236**	**0.2303**	**0.2371**	**0.2442**	**0.2515**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 1,022,494**	**$ 1,053,008**	**$ 1,084,434**	**$ 1,116,800**	**$ 1,150,133**	**$ 1,184,463**	**$ 1,219,820**	**$ 1,256,233**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 1,022,494**	**$ 1,053,008**	**$ 1,084,434**	**$ 1,116,800**	**$ 1,150,133**	**$ 1,184,463**	**$ 1,219,820**	**$ 1,256,233**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 91,492	$ 94,237	$ 97,064	$ 99,976	$ 102,975	$ 106,064	$ 109,246	$ 112,523
Admin	16,084	16,406	16,734	17,069	17,410	17,758	18,114	18,476
Subtotal	**$ 107,576**	**$ 110,643**	**$ 113,798**	**$ 117,044**	**$ 120,385**	**$ 123,823**	**$ 127,360**	**$ 130,999**
Anticipated CFD Cash Flow								
CFD Revenues	$ 12,524,212	$ 13,472,840	$ 14,450,212	$ 15,457,193	$ 16,494,670	$ 17,563,558	$ 18,664,800	$ 19,799,366
Estimated Interest Earnings	6,262	6,736	7,225	7,729	8,247	8,782	9,332	9,900
Less: Replacement Costs	-	-	-	-	-	-	-	-
Total Cumulative Annual CFD Balance	**$ 12,530,474**	**$ 13,479,576**	**$ 14,457,438**	**$ 15,464,922**	**$ 16,502,917**	**$ 17,572,340**	**$ 18,674,132**	**$ 19,809,266**

Notes

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2 Line item costs also include the associated asphalt repair costs need to construct the improvements.

3 Estimated 2022 bid costs for the PW and Fire Distribution Loops excluding the costs for valves. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* per Developer.

4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

5 Total replacement funds are based on the future replacement costs (adjusted for inflation).

6 Annual O&M Costs are based on 10.00% of annual Replacement Funds.

7 Total replacement funds are based on the future replacement costs (adjusted for inflation) spread out through the average useful life of the equipment. Anticipated Replacement Funds escalated by 20 year average of the Engineering News-Record City Cost Index for Los Angeles.

Preliminary Cash Flow Analysis - February 2023
Beaumont Pointe Dev - Domestic Potable/Non-Potable Water and Fire Dist. Systems

	Phase 1	Phase 2	Phase 3
Initial Year	1	3	5
Acres	69.10	85.80	77.70
Building Square Feet	1,414,000	1,681,000	1,900,000
Estimated Yearly 2022 Base Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 499,663	$ 303,370
Estimated Yearly Escalated Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 530,092	$ 341,445
Estimated Yearly 2022 Base Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,408,285	$ 1,398,813
Estimated Yearly Escalated Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,554,949	$ 1,574,376
Assumed Average Useful Life - Distribution Valves[4]=	20 years		
Assumed Average Useful Life - Distribution System[4]=	50 years		
Repair and Replace Asphalt and Traffic Control	0.00% Or Replacement Costs		
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

	33	34	35	36	37	38	39	40
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2055	**2056**	**2057**	**2058**	**2059**	**2060**	**2061**	**2062**
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 312,970	$ 322,359	$ 332,030	$ 341,991	$ 352,251	$ 362,818	$ 373,703	$ 384,914
PW / Non-PW and Fire Distribution Loop	846,021	871,401	897,543	924,470	952,204	980,770	1,010,193	1,040,499
Subtotal	**$ 1,158,991**	**$ 1,193,760**	**$ 1,229,573**	**$ 1,266,461**	**$ 1,304,454**	**$ 1,343,588**	**$ 1,383,896**	**$ 1,425,412**
Operation and Maintenance Funds								
Operations and Maintenance	$ 115,899	$ 119,376	$ 122,957	$ 126,646	$ 130,445	$ 134,359	$ 138,390	$ 142,541
Subtotal	**$ 115,899**	**$ 119,376**	**$ 122,957**	**$ 126,646**	**$ 130,445**	**$ 134,359**	**$ 138,390**	**$ 142,541**
Total Annual Deposit into Reserve	**$ 1,274,890**	**$ 1,313,137**	**$ 1,352,531**	**$ 1,393,107**	**$ 1,434,900**	**$ 1,477,947**	**$ 1,522,285**	**$ 1,567,954**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,278,817
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,278,817**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 115,899	$ 119,376	$ 122,957	$ 126,646	$ 130,445	$ 134,359	$ 138,390	$ 142,541
Subtotal	**$ 115,899**	**$ 119,376**	**$ 122,957**	**$ 126,646**	**$ 130,445**	**$ 134,359**	**$ 138,390**	**$ 142,541**
Total Annual Withdraws (Costs) from Reserve	**$ 115,899**	**$ 119,376**	**$ 122,957**	**$ 126,646**	**$ 130,445**	**$ 134,359**	**$ 138,390**	**$ 3,421,358**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 20,828,948**	**$ 22,022,708**	**$ 23,252,282**	**$ 24,518,742**	**$ 25,823,197**	**$ 27,166,785**	**$ 28,550,680**	**$ 26,697,276**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 1,274,890	$ 1,313,137	$ 1,352,531	$ 1,393,107	$ 1,434,900	$ 1,477,947	$ 1,522,285	$ 1,567,954
CFD Admin	18,845	19,222	19,607	19,999	20,399	20,807	21,223	21,647
Total Anticipated Annual CFD Proceeds	**$ 1,293,735**	**$ 1,332,359**	**$ 1,372,137**	**$ 1,413,105**	**$ 1,455,299**	**$ 1,498,754**	**$ 1,543,508**	**$ 1,589,601**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.2590**	**0.2667**	**0.2747**	**0.2829**	**0.2914**	**0.3001**	**0.3090**	**0.3182**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 1,293,735**	**$ 1,332,359**	**$ 1,372,137**	**$ 1,413,105**	**$ 1,455,299**	**$ 1,498,754**	**$ 1,543,508**	**$ 1,589,601**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 1,293,735**	**$ 1,332,359**	**$ 1,372,137**	**$ 1,413,105**	**$ 1,455,299**	**$ 1,498,754**	**$ 1,543,508**	**$ 1,589,601**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 115,899	$ 119,376	$ 122,957	$ 126,646	$ 130,445	$ 134,359	$ 138,390	$ 142,541
Admin	18,845	19,222	19,607	19,999	20,399	20,807	21,223	21,647
Subtotal	**$ 134,744**	**$ 138,598**	**$ 142,564**	**$ 146,645**	**$ 150,844**	**$ 155,166**	**$ 159,613**	**$ 164,189**
Anticipated CFD Cash Flow								
CFD Revenues	$ 20,968,257	$ 22,172,501	$ 23,413,161	$ 24,691,328	$ 26,008,128	$ 27,364,720	$ 28,762,298	$ 30,202,091
Estimated Interest Earnings	10,484	11,086	11,707	12,346	13,004	13,682	14,381	15,101
Less: Replacement Costs	-	-	-	-	-	-	-	(3,278,817)
Total Cumulative Annual CFD Balance	**$ 20,978,741**	**$ 22,183,587**	**$ 23,424,867**	**$ 24,703,673**	**$ 26,021,132**	**$ 27,378,402**	**$ 28,776,679**	**$ 26,938,376**

Notes

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Assumed Average Useful Life - Distribution System[4]=	50 years		
Repair and Replace Asphalt and Traffic Control	0.00% Or Replacement Costs		
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

	41	42	43	44	45	46	47	48
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2063	**2064**	**2065**	**2066**	**2067**	**2068**	**2069**	**2070**
Total Annual Deposits into Reserve								
Replacement Funds[5]								
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 396,461	$ 408,355	$ 420,606	$ 433,224	$ 446,220	$ 459,607	$ 473,395	$ 487,597
PW / Non-PW and Fire Distribution Loop	1,071,714	1,103,865	1,136,981	1,171,091	1,206,223	1,242,410	1,279,682	1,318,073
Subtotal	**$ 1,468,175**	**$ 1,512,220**	**$ 1,557,587**	**$ 1,604,314**	**$ 1,652,444**	**$ 1,702,017**	**$ 1,753,078**	**$ 1,805,670**
Operation and Maintenance Funds								
Operations and Maintenance	$ 146,817	$ 151,222	$ 155,759	$ 160,431	$ 165,244	$ 170,202	$ 175,308	$ 180,567
Subtotal	**$ 146,817**	**$ 151,222**	**$ 155,759**	**$ 160,431**	**$ 165,244**	**$ 170,202**	**$ 175,308**	**$ 180,567**
Total Annual Deposit into Reserve	**$ 1,614,992**	**$ 1,663,442**	**$ 1,713,345**	**$ 1,764,746**	**$ 1,817,688**	**$ 1,872,219**	**$ 1,928,385**	**$ 1,986,237**
Total Annual Withdraws (Costs) from Reserve								
Replacement Costs								
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	1,729,181	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	1,113,807	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	-	-	-
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ 1,729,181**	**$ -**	**$ 1,113,807**	**$ -**	**$ -**	**$ -**	**$ -**
Operation and Maintenance Costs[6]								
Operations and Maintenance	$ 146,817	$ 151,222	$ 155,759	$ 160,431	$ 165,244	$ 170,202	$ 175,308	$ 180,567
Subtotal	**$ 146,817**	**$ 151,222**	**$ 155,759**	**$ 160,431**	**$ 165,244**	**$ 170,202**	**$ 175,308**	**$ 180,567**
Total Annual Withdraws (Costs) from Reserve	**$ 146,817**	**$ 1,880,403**	**$ 155,759**	**$ 1,274,239**	**$ 165,244**	**$ 170,202**	**$ 175,308**	**$ 180,567**
Total Balance in Reserve								
Total Balance in Reserve[7]	**$ 28,165,451**	**$ 27,948,489**	**$ 29,506,076**	**$ 29,996,583**	**$ 31,649,027**	**$ 33,351,044**	**$ 35,104,121**	**$ 36,909,791**
Anticipated CFD								
Total Annual Deposit Required for Reserve	$ 1,614,992	$ 1,663,442	$ 1,713,345	$ 1,764,746	$ 1,817,688	$ 1,872,219	$ 1,928,385	$ 1,986,237
CFD Admin	22,080	22,522	22,972	23,432	23,901	24,379	24,866	25,363
Total Anticipated Annual CFD Proceeds	**$ 1,637,073**	**$ 1,685,964**	**$ 1,736,318**	**$ 1,788,178**	**$ 1,841,589**	**$ 1,896,597**	**$ 1,953,251**	**$ 2,011,600**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.3277**	**0.3375**	**0.3476**	**0.3580**	**0.3687**	**0.3797**	**0.3910**	**0.4027**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 1,637,073**	**$ 1,685,964**	**$ 1,736,318**	**$ 1,788,178**	**$ 1,841,589**	**$ 1,896,597**	**$ 1,953,251**	**$ 2,011,600**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 1,637,073**	**$ 1,685,964**	**$ 1,736,318**	**$ 1,788,178**	**$ 1,841,589**	**$ 1,896,597**	**$ 1,953,251**	**$ 2,011,600**
Total Anticipacted Annual CFD Withdrawls								
Total Annual Operations and Maintenance Costs	$ 146,817	$ 151,222	$ 155,759	$ 160,431	$ 165,244	$ 170,202	$ 175,308	$ 180,567
Admin	22,080	22,522	22,972	23,432	23,901	24,379	24,866	25,363
Subtotal	**$ 168,898**	**$ 173,744**	**$ 178,731**	**$ 183,863**	**$ 189,145**	**$ 194,580**	**$ 200,174**	**$ 205,930**
Anticipated CFD Cash Flow								
CFD Revenues	$ 28,406,550	$ 29,932,974	$ 29,776,346	$ 31,395,548	$ 31,949,882	$ 33,667,874	$ 35,437,786	$ 37,261,174
Estimated Interest Earnings	14,203	14,966	14,888	15,698	15,975	16,834	17,719	18,631
Less: Replacement Costs	-	(1,729,181)	-	(1,113,807)	-	-	-	-
Total Cumulative Annual CFD Balance	**$ 28,420,754**	**$ 28,218,759**	**$ 29,791,234**	**$ 30,297,438**	**$ 31,965,857**	**$ 33,684,708**	**$ 35,455,505**	**$ 37,279,805**

Notes

1 Estimated 2022 bid costs for the just valves on the PW and Fire Distribution Loops. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* by Developer's Research.

2 Line item costs also include the associated asphalt repair costs need to construct the improvements.

3 Estimated 2022 bid costs for the PW and Fire Distribution Loops excluding the costs for valves. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* per Developer.

4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

5 Total replacement funds are based on the future replacement costs (adjusted for inflation).

6 Annual O&M Costs are based on 10.00% of annual Replacement Funds.

7 Total replacement funds are based on the future replacement costs (adjusted for inflation) spread out through the average useful life of the equipment. Anticipated Replacement Funds escalated by 20 year average of the Engineering News-Record City Cost Index for Los Angeles.

Preliminary Cash Flow Analysis - February 2023
Beaumont Pointe Dev - Domestic Potable/Non-Potable Water and Fire Dist. Systems

	Phase 1	Phase 2	Phase 3
Initial Year	1	3	5
Acres	69.10	85.80	77.70
Building Square Feet	1,414,000	1,681,000	1,900,000
Estimated Yearly 2022 Base Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 499,663	$ 303,370
Estimated Yearly Escalated Bid Costs - Distribution Valves[1,2]=	$ 1,005,144	$ 530,092	$ 341,445
Estimated Yearly 2022 Base Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,408,285	$ 1,398,813
Estimated Yearly Escalated Bid Costs - Distribution System [3,2] =	$ 4,646,190	$ 2,554,949	$ 1,574,376
Assumed Average Useful Life - Distribution Valves[4]=	20 years		
Assumed Average Useful Life - Distribution System[4]=	50 years		
Repair and Replace Asphalt and Traffic Control	0.00% Or Replacement Costs		
CFD Admin Escalation	2.00%		
CFD Interest Earnings	0.05%		
Operations and Maintenance (% of Replacement Fund)	10%		

	49	50	51	52	53	54
Assumed Average Inflation Rate per Year for ENR	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	2071	**2072**	**2073**	**2074**	**2075**	**2076**
Total Annual Deposits into Reserve						
Replacement Funds[5]						
PW / Non-PW and Fire Distribution Loop - Just Valves	$ 502,225	$ 517,292	$ 532,811	$ 548,795	$ 565,259	$ 582,216
PW / Non-PW and Fire Distribution Loop	1,357,615	1,398,343	1,440,294	1,483,503	1,528,008	1,573,848
Subtotal	**$ 1,859,840**	**$ 1,915,635**	**$ 1,973,104**	**$ 2,032,297**	**$ 2,093,266**	**$ 2,156,064**
Operation and Maintenance Funds						
Operations and Maintenance	$ 185,984	$ 191,564	$ 197,310	$ 203,230	$ 209,327	$ 215,606
Subtotal	**$ 185,984**	**$ 191,564**	**$ 197,310**	**$ 203,230**	**$ 209,327**	**$ 215,606**
Total Annual Deposit into Reserve	**$ 2,045,824**	**$ 2,107,199**	**$ 2,170,415**	**$ 2,235,527**	**$ 2,302,593**	**$ 2,371,671**
Total Annual Withdraws (Costs) from Reserve						
Replacement Costs						
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 1[1,3]	$ -	$ -	$ -	$ -	$ -	$ -
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 2[1,3]	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop - Just Valves Phase 3[1,3]	-	-	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 1[2,3]	-	20,368,460	-	-	-	-
PW / Non-PW and Fire Distribution Loop Phase 2[2,3]	-	-	-	11,200,657	-	-
PW / Non-PW and Fire Distribution Loop Phase 3[2,3]	-	-	-	-	-	6,901,916
Repair and Replace Asphalt and Traffic Control	-	-	-	-	-	-
Subtotal	**$ -**	**$ 20,368,460**	**$ -**	**$ 11,200,657**	**$ -**	**$ 6,901,916**
Operation and Maintenance Costs[6]						
Operations and Maintenance	$ 185,984	$ 191,564	$ 197,310	$ 203,230	$ 209,327	$ 215,606
Subtotal	**$ 185,984**	**$ 191,564**	**$ 197,310**	**$ 203,230**	**$ 209,327**	**$ 215,606**
Total Annual Withdraws (Costs) from Reserve	**$ 185,984**	**$ 20,560,024**	**$ 197,310**	**$ 11,403,887**	**$ 209,327**	**$ 7,117,523**
Total Balance in Reserve						
Total Balance in Reserve[7]	**$ 38,769,631**	**$ 20,316,806**	**$ 22,289,910**	**$ 13,121,551**	**$ 15,214,817**	**$ 10,468,965**
Anticipated CFD						
Total Annual Deposit Required for Reserve	$ 2,045,824	$ 2,107,199	$ 2,170,415	$ 2,235,527	$ 2,302,593	$ 2,371,671
CFD Admin	25,871	26,388	26,916	27,454	28,003	28,563
Total Anticipated Annual CFD Proceeds	**$ 2,071,695**	**$ 2,133,587**	**$ 2,197,331**	**$ 2,262,981**	**$ 2,330,596**	**$ 2,400,234**
Total Industrial SqFt	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**	**4,995,000**
Anticipated Developed CFD Proceeds per SqFt	**0.4148**	**0.4271**	**0.4399**	**0.4530**	**0.4666**	**0.4805**
Anticipated Undeveloped CFD Proceeds per Acre	-	-	-	-	-	-
Total Anticipated Developed CFD Proceeds	**$ 2,071,695**	**$ 2,133,587**	**$ 2,197,331**	**$ 2,262,981**	**$ 2,330,596**	**$ 2,400,234**
Anticipated Undeveloped CFD Proceeds	-	-	-	-	-	-
Total Anticipated Annual CFD Proceeds	**$ 2,071,695**	**$ 2,133,587**	**$ 2,197,331**	**$ 2,262,981**	**$ 2,330,596**	**$ 2,400,234**
Total Anticipacted Annual CFD Withdrawls						
Total Annual Operations and Maintenance Costs	$ 185,984	$ 191,564	$ 197,310	$ 203,230	$ 209,327	$ 215,606
Admin	25,871	26,388	26,916	27,454	28,003	28,563
Subtotal	**$ 211,855**	**$ 217,952**	**$ 224,226**	**$ 230,684**	**$ 237,330**	**$ 244,170**
Anticipated CFD Cash Flow						
CFD Revenues	$ 39,139,645	$ 41,074,850	$ 22,700,031	$ 24,743,679	$ 15,648,660	$ 17,812,548
Estimated Interest Earnings	19,570	20,537	11,350	12,372	7,824	8,906
Less: Replacement Costs	-	(20,368,460)	-	(11,200,657)	-	(6,901,916)
Total Cumulative Annual CFD Balance	**$ 39,159,215**	**$ 20,726,927**	**$ 22,711,381**	**$ 13,555,394**	**$ 15,656,484**	**$ 10,919,538**

Notes

1 Estimated 2022 bid costs for the just valves on the PW and Fire Distribution Loops. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* by Developer's Research.

2 Line item costs also include the associated asphalt repair costs need to construct the improvements.

3 Estimated 2022 bid costs for the PW and Fire Distribution Loops excluding the costs for valves. Line item costs taken from the 5/26/2022 *Beaumont Pointe Cost Detail Schedule* per Developer.

4 Average useful life of valves and the pipelines assumed to be 20 and 50 years respectively.

5 Total replacement funds are based on the future replacement costs (adjusted for inflation).

6 Annual O&M Costs are based on 10.00% of annual Replacement Funds.

7 Total replacement funds are based on the future replacement costs (adjusted for inflation) spread out through the average useful life of the equipment. Anticipated Replacement Funds escalated by 20 year average of the Engineering News-Record City Cost Index for Los Angeles.

Beaumont Pointe Specific Plan
FISCAL IMPACT ANALYSIS
Prepared for the
JRT BP1, LLC

DRAFT

August 2023

Prepared By:

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP

Beaumont Pointe Business Park
FISCAL IMPACT ANALYSIS
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Appendix A: Project Maps
Appendix B: Detailed Fiscal Impact Analysis
Appendix C: Time-Phased Fiscal Impact Analysis (Term of City Forecast)

1. Purpose of Fiscal Impact Analysis

Representatives of JRT BP1, LLC have requested that DPFG, LLC. ("DPFG") prepare a Fiscal Impact Analysis ("FIA") to estimate the annual recurring net fiscal impact that the Beaumont Pointe Specific Plan ("Project") is anticipated to have on the City of Beaumont, California's ("City") General Fund at the Project's buildout, as well as its cumulative impact in the 20 years after buildout, if it were to be annexed into the City. Please note that the FIA is subject to limiting conditions outlined in this Report.

2. Project Description

The proposed Project is an employment and retail entertainment development which at buildout is anticipated to include approximately 246,000 square feet of general commercial uses, a 125-room hotel, and approximately 4,995,000 square feet of industrial and warehouse uses in five buildings ranging in size from 600,000 and 1,400,000 square feet.

Beaumont Pointe Specific Plan (SP2019-0003)

The Project includes approximately 539.9 gross acres that are predominantly located just outside the City of Beaumont in the Unincorporated Area of the County of Riverside, between Moreno Valley and Beaumont, adjacent to Jack Rabbit Trail and below SR-60. The Project is within the Beaumont Pointe Specific Plan, which provides for the development of up to 539.9 acres comprising of 30.2 acres of General Commercial uses, approximately 232.6 acres of Industrial uses, and approximately 277.1 acres of Open Space. It is estimated that the Project will include an additional approximately 4,995,000 square feet of industrial uses, approximately 246,000 square feet of general commercial uses, and a 125-room hotel upon buildout. A summary of the Project's land use assumptions is shown on the next page in **Table-1**, while the site plan is included in **Appendix A-1**.

Table-1
Beaumont Pointe Land Use Assumptions

Industrial			
Probable Tenant Type	**Bldg. SF (a)**	**Estimated Assessed Value per SF (b)**	**Total Assessed Value**
Industrial (Self Storage) - PA 3	35,000	$ 295	$ 10,325,000
Industrial Building 1 - PA 4	1,379,000	295	406,805,000
Industrial Building 2 - PA 5	981,000	295	289,395,000
Industrial Building 3 - PA 6	700,000	295	206,500,000
Industrial Building 4 - PA 7	600,000	295	177,000,000
Industrial Building 5 - PA 8	1,300,000	295	383,500,000
Subtotal Industrial	**4,995,000**	**$ 295**	**$ 1,473,525,000**

Commercial			
Probable Tenant Type	**Bldg. SF (a)**	**Estimated Assessed Value per SF (b)**	**Total Assessed Value**
General Commercial	216,000	227	49,032,000
Restaurant	30,000	227	6,810,000
Subtotal Commercial Retail	**246,000**	**$ 227**	**$ 55,842,000**

Hospitality			
Description	**Number of Rooms**	**Estimated Assessed Value per Room**	**Total Assessed Value**
Hotel	125	248,000	31,000,000

Total Project Assessed Value	**$ 1,560,367,000**

Footnotes:
(a) Per Developer and Beaumont Point Specific Plan. Represents maximum allowable building square footage.
(b) Per Developer.

3. Executive Summary

It is estimated that the Project, at buildout, if annexed into the City, would generate a positive annual recurring net fiscal impact to the City General Fund of **$1,596,439**. It is estimated that the Project will generate a positive net fiscal impact to the City General Fund of **$24,850,643** over the 20 years after buildout as detailed in **Table-2** on the following page.

Table-2

Beaumont Pointe Net Fiscal Impact Analysis Summary

Fiscal Impact Summary			
Recurring Annual Revenues:	Buildout (a)	Buildout + 20 Yrs (b)	
Property Taxes	$ 523,038	$ 12,708,439	Table 5
Property Taxes In Lieu of MVLF	1,476,082	35,864,922	Table 6
Transient Occupancy Taxes	547,500	12,055,405	Table 7
On-Site Sales Tax Revenue	453,000	11,006,709	Table 8
Other Recurring Revenues	554,731	13,478,502	Table 9
Total Annual Revenues	**$ 3,554,351**	**$ 85,113,976**	
Recurring Annual Expenditures:			
Non-Departmental	$ -	$ -	Table 10
Administration	226,753	6,092,928	Table 10
Community Development	77,875	2,092,538	Table 10
Community Services	167,679	4,505,604	Table 10
Public Safety	1,235,317	40,846,946	Table 10
Public Works	250,287	6,725,317	Table 10
Total Annual Expenditures:	**$ 1,957,912**	**$ 60,263,333**	
Annual General Fund Surplus/(Deficit)	**$ 1,596,439**	**$ 24,850,643**	

Footnotes:
(a) Anticipated revenues are shown in 2023-2024 dollars.
(b) 20 year projection assumes the sum of all 20 years assuming a 1% growth per year in Transient Occupancy Tax Revenue and a 2% growth per year for all other revenue categories for 20 years. Expenditures assume a 5% Public Safety escalation with the remaining expenditures increasing at 3% per year for 20 years. Escalation factors per City of Beaumont.

Using the same escalation assumptions in the Buildout + 20 Yrs summary in Table 2 an annual time-phased analysis was prepared consistent with the term of the City forecast of sixteen years. This analysis includes the anticipated absorption of the project over 5 years and is included in **Appendix C.**

4. FIA Recurring Revenues

The revenue estimates in this section utilize the Equivalent Resident approach, with the exception of property and sales taxes which are estimated from the number of commercial square feet, industrial square feet, and number of hotel rooms developed, as shown in detail in **Appendix B**.

4.1 Property Taxes

In addition to the other ad valorem chargers imposed by various local agencies, landowners in the State of California are required to pay annual property taxes of 1% on the assessed value of their

property pursuant to Proposition 13. Each county in California is divided into tax rate areas ("TRA"). After the basic 1% property tax is collected by the County, the tax is allocated to various local agencies based on their respective share of the basic tax within the applicable TRA. Due to the Project being located within multiple TRA's, this analysis calculates a weighted average percentage of the share of the basic tax that would be allocated to the City if the Project were to be annexed. Property taxes are estimated by applying estimated assessed values to the number of commercial square feet, industrial square feet, and hotel rooms built within the Project. If it were to be annexed into the City, the Project is estimated to generate **$523,038** in annual recurring revenues at buildout and **$12,708,439** in cumulative annual revenues during the 20 years after buildout as shown in **Appendix B Table 4.**

4.2 Property Taxes In-Lieu of MVLF

In May 2004, Governor Schwarzenegger proposed a swap of city and county VLF revenue for additional property tax share as part of a budget agreement between the State and local governments. The swap was included in the 2004 budget package. Under this legislation, property tax in-lieu of VLF is allocated to Cities and Counties pursuant to a complex formula involving each agencies relative share of assessed value. The property tax in-lieu of VLF revenue that will be generated by the Project can be estimated by determining the (i) percentage growth in the total assessed value of the City attributable to the Project and multiplying by (ii) the property tax in-lieu of VLF revenue of $6,762,693 expected to be received by the City in FY 2023-24 per the City Budget. Based on these calculations, the Project is anticipated to generate **$1,476,082** in annual recurring revenue at buildout and **$35,864,922** in cumulative annual revenues during the 20 years after buildout, as shown in **Appendix B Table 5.**

4.3 Sales Taxes

4.3.1 Transient Occupancy Taxes

Lodging Taxes are estimated from the number of hotel rooms built within the Project. Lodging tax revenues of 10.0% on all hotel rooms rented within the Project are collected by the City. This revenue estimate utilizes a 125-room hotel, an average hotel room rate of $160 and an occupancy rate of 75.0%. Based on the total hotel lodging taxes, if it were to be annexed into the City, the Project is estimated to generate **$547,500** in annual recurring revenue at buildout and **$12,055,405** in cumulative annual revenues during the 20 years after buildout as shown in **Appendix B Table 6**.

4.3.2 Commercial Retail Sales Taxes

Commercial retail sales taxes are estimated from the number of square feet of retail space built within the Project. If it were to be annexed into the City, the Project is estimated to generate **$453,000** in annual recurring revenue at buildout. If it were to be annexed into the City, the Project is anticipated to generate **$11,006,709** in cumulative annual revenue during the 20 years after buildout as shown in **Appendix B Table 7**.

4.4 Other Revenues

The City receives revenues from other budgetary items for which case studies were not conducted upon. These revenues are in the form of Other Taxes, Licenses, Permits, and Fees, Charges for

Service, Fines and Forfeitures, Cost Recovery, and Miscellaneous Revenue. Other Revenues are estimated using the estimated Project Equivalent Residents of 2,622. The Project is estimated to generate **$554,731** in annual recurring revenue at buildout and **$13,478,502** in cumulative annual revenues during the 20 years after buildout as shown in **Appendix Table 8**.

5. FIA Recurring Costs

The cost estimates in this section utilize the Equivalent Resident approach, as shown in detail in **Appendix B**.

5.1 Non Departmental

Transfers Out are the only expense that makes up the Non-Departmental cost category. Costs are estimated using a Per Capita & 50% Employee Multiplier. This analysis assumes that 0% of the non-Departmental costs for Transfers Out are estimated to be impacted by the Project. The Project is estimated to generate **$0** in annual recurring costs at buildout and **$0** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

5.2 Administration

The Administration cost category includes all expenses incurred by the City for Administrative services, City Council, City Clerk, Administration, Communication, IT Department, Risk and Human Resources, Legal services, and Finance and Budgeting. Costs are estimated by using a Per Capita & 50% Employee Multiplier, and 50.0% of the budgeted costs are estimated to be impacted by the Project. The Project is estimated to generate **$226,753** in annual recurring costs at buildout and **$6,092,928** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

5.3 Community Development

The Community Development cost category includes all expenses related to the Planning Department, Community Enhancement, Building and Safety, and Economic Development, and is responsible for administering the City's planning and construction and code regulation programs. Costs are estimated using a Per Capita & 50% Employee Multiplier, and 50.0% of the budgeted costs are estimated to be impacted by the Project. The Project is estimated to generate **$77,875** in annual recurring costs at buildout and **$2,092,538** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

5.4 Community Services

The Community Services cost category includes expenses related to maintenance of parks, trails, and open space, maintenance of City owned facilities, and manages recreational operations and programs. Costs are estimated using a Per Capita & 50% Employee Multiplier, and 50.0% of the budgeted costs are estimated to be impacted by the Project. The Project is estimated to generate **$167,679** in annual recurring costs at buildout and **$4,505,604** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

5.5 Public Safety

The Public Safety cost category includes expenses related to providing quality law enforcement, Fire Protection, animal control, and emergency management services in the most effective and

efficient manner possible. A majority of the costs are related to personnel expenses and operating expenses. This analysis has also modified the Fire costs from an original budgeted amount of $6,820,202 to a total of $11,396,728 which includes an anticipated $4,576,526 for a fire contract to operate an additional fire station. Costs are estimated using a Per Capita & 50% Employee Multiplier, and 100% of the budgeted costs are estimated to be impacted by the Project. The Project is estimated to generate **$1,235,317** in annual recurring costs at buildout and **$40,846,946** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

5.6 Public Works

The Public Works cost category includes expenses related to the Public Works Department and the Street Maintenance Department for providing cost effective infrastructure and services to promote public health. Costs are estimated using a Per Capita & 50% Employee Multiplier, and 100.0% of the budgeted costs are estimated to be impacted by the Project. The Project is estimated to generate **$250,287** in annual recurring costs at buildout and **$6,725,317** in cumulative annual costs during the 20 years after buildout as shown in **Appendix B, Table 9**.

6. Limiting Conditions

This study prepared by DPFG, LLC is subject to the following considerations and limiting conditions.

- It is our understanding that this Report is for the client's due diligence and other planning purposes. Neither our Report, nor its contents, nor any of our work were intended to be included and, therefore, may not be referred to or quoted in whole or in part, in any registration statement, prospectus, public filing, private offering memorandum, or loan agreement without our prior written approval. This report is intended to be read and used as a whole and not in parts.

- The reported recommendation(s) represent the considered judgment of DPFG, LLC based on the facts, analyses and methodologies described in the Report.

- Except as specifically stated to the contrary, this Report will not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues and the costs associated with their correction. The user of this Report will be responsible for making his/her own determination about the impact, if any, of these matters. This Report has not evaluated the feasibility or marketability of any site for planned uses.

- The Report does not consider all of the costs to local governments associated with providing services such as emergency services to the development. Such analysis is beyond the scope of this Report.

- The analysis is based on the current tax structure and rates imposed by the State, County and City. Changes in those rates would alter the findings of this Report. All dollar amounts are stated in 2023 dollars and, unless indicated, do not take into account the effects of inflation. The results of this Report are meant to reflect a typical year based on averages. While dollar figures are expressed in current dollars, the results from year to year will vary based on events held at the development generated throughout the year.

- Our analysis is based on currently available information and estimates and assumptions. Such estimates and assumptions are subject to uncertainty and variation. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results. The assumptions disclosed in this Report are those that are believed to be significant to the estimates of results.

7. General Sources of Information and FIA Methodology

Annual recurring revenues/costs were calculated using the City of Beaumont's Fiscal Year 2024 Adopted Budget ("Budget"), as this was the most recent budget available. Annual recurring revenue/cost impacts to the City General Fund are estimated in 2023 dollars, and by using primarily either per person ("Per Capita") or equivalent resident ("Equivalent Resident") methodologies. In some simpler instances the FIA estimates impacts based on the number of Project commercial square feet, industrial square feet, or number of hotel rooms.

The Equivalent Resident approach is used for annual recurring revenues/costs that are impacted by the number of Project employees. This approach uses the Budget's revenues/costs, as well as the City's number of residents plus 50.0% of the employees in 2023 to establish an Equivalent Resident Factor. The Equivalent Resident Factor is then applied to the number of Project residents plus 50.0% of Project employees to estimate annual recurring fiscal impacts. 50.0% is estimated to be the percentage of Project employees that will live and shop in the City.

These approaches are summarized on **Table-3**.

Table-3
Beaumont Pointe Assumptions Summary

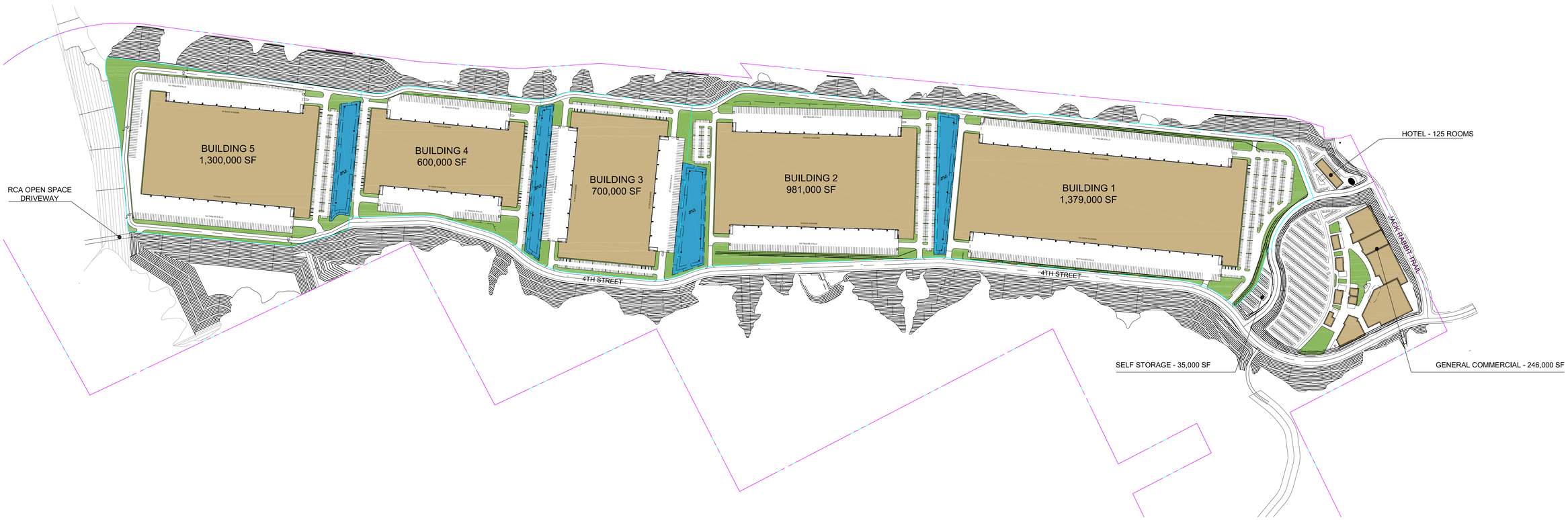
	City	Project
Per Capita (a)	56,590	-
Per Employee (b)	24,600	5,451
Per Capita & 50% Employee	68,890	2,725
Case Study	-	-
N/A	-	-

Footnotes:
(a) Population data for the City of Beaumont per State of California Department of Finance E-5 Population and Housing Estimates for January 1, 2023.
(b) Employee data per the State of California Employment Development Department Monthly Labor Force Data for Cities and Census Designated Places - May 2023.

Information used in preparing the FIA was obtained from the following sources: (1) City of Beaumont Fiscal Year 2024 Adopted Budget; (2) Beaumont Pointe Specific Plan; (3) U.S. Census

Bureau population, household, employment, income, and other demographic data; (4) City Revenue Division taxing data; (5) County Assessor property valuations; (6) U.S. Bureau of Labor Statistics household and retail expenditures; (7) City Property Tax Division; (8) CBRE property occupancies and valuations; (9) Riverside County General Plan; (10) City of Beaumont Economic Development Department; (11) Landvision; (12) California Department of Transportation; (13) April 19, 1982 City of Beaumont Resolution 1982-24; and (14) JRT BP1, LLC ("Developer").

Appendix A



A CONCEPTUAL SITE PLAN
SCALE: 1" = 300'

PROJECT
BEAUMONT POINTE
BEAUMONT, CA

JPR SUBMITTAL
SITE PLAN

HERDMAN
ARCHITECTURE + DESIGN

100 Bayview Circle, Suite 100
Newport Beach, CA 92660
www.Herdman-ad.com
714.389.2800
info@Herdman-ad.com

A19-2104
06.15.2023

NORTH

CONCEPTUAL
SITE PLAN

Appendix B

Table 1
Fiscal Impact Analysis Summary
Beaumont Pointe

Fiscal Impact Summary			
Recurring Annual Revenues:	Buildout (a)	Buildout + 20 Yrs (b)	
Property Taxes	$ 523,038	$ 12,708,439	Table 4
Property Taxes In Lieu of MVLF	1,476,082	35,864,922	Table 5
Transient Occupancy Taxes	547,500	12,055,405	Table 6
On-Site Sales Tax Revenue	453,000	11,006,709	Table 7
Other Recurring Revenues	554,731	13,478,502	Table 8
Total Annual Revenues	**$ 3,554,351**	**$ 85,113,976**	
Recurring Annual Expenditures:			
Non-Departmental	$ -	$ -	Table 9
Administration	226,753	6,092,928	Table 9
Community Development	77,875	2,092,538	Table 9
Community Services	167,679	4,505,604	Table 9
Public Safety	1,235,317	40,846,946	Table 9
Public Works	250,287	6,725,317	Table 9
Total Annual Expenditures:	**$ 1,957,912**	**$ 60,263,333**	
Annual General Fund Surplus/(Deficit)	**$ 1,596,439**	**$ 24,850,643**	

Footnotes:
(a) Anticipated revenues are shown in 2023-2024 dollars.
(b) 20 year projection assumes the sum of all 20 years assuming a 1% growth per year in Transient Occupancy Tax Revenue and a 2% growth per year for all other revenue categories for 20 years. Expenditures assume a 5% Public Safety escalation with the remaining expenditures increasing at 3% per year for 20 years. Escalation factors per City of Beaumont.

Table 2
Fiscal Revenue Analysis Absorption Summary
Beaumont Pointe

Anticipated Industrial Absorption							
Fiscal Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Industrial (Self Storage) - PA 3	-	-	-	-	35,000	-	35,000
Industrial Building 1 - PA 4	1,379,000	-	-	-	-	-	1,379,000
Industrial Building 2 - PA 5	-	-	981,000	-	-	-	981,000
Industrial Building 3 - PA 6	-	-	700,000	-	-	-	700,000
Industrial Building 4 - PA 7	-	-	-	-	600,000	-	600,000
Industrial Building 5 - PA 8	-	-	-	-	1,300,000	-	1,300,000
General Commercial	-	-	-	-	216,000	-	216,000
Restaurant	-	-	-	-	30,000	-	30,000
	1,379,000	-	1,681,000	-	2,181,000	-	5,241,000

Anticipated Hotel Absorption							
Fiscal Year	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Hotel Rooms	-	-	-	-	125	-	125

Anticipated Revenue (a)							
Fiscal Year	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Property Taxes	137,620	-	167,759	-	217,658	-	523,038
Transient Occupancy Taxes	-	-	-	-	547,500	-	547,500
Property Taxes In Lieu of MVLF	388,383	-	473,439	-	614,260	-	1,476,082
On-Site Sales Tax Revenue	-	-	-	-	453,000	-	453,000
	526,004	-	641,198	-	1,832,418	-	2,999,620

Footnotes:
(a) Anticipated revenue is in 2022/23 dollars.

Table 3
Land Use and Assessed Value Assumptions
Beaumont Pointe

Industrial			
Probable Tenant Type	**Bldg. SF (a)**	**Estimated Assessed Value per SF (b)**	**Total Assessed Value**
Industrial (Self Storage) - PA 3	35,000	$ 295	$ 10,325,000
Industrial Building 1 - PA 4	1,379,000	295	406,805,000
Industrial Building 2 - PA 5	981,000	295	289,395,000
Industrial Building 3 - PA 6	700,000	295	206,500,000
Industrial Building 4 - PA 7	600,000	295	177,000,000
Industrial Building 5 - PA 8	1,300,000	295	383,500,000
Subtotal Industrial	**4,995,000**	**$ 295**	**$ 1,473,525,000**

Commercial			
Probable Tenant Type	**Bldg. SF (a)**	**Estimated Assessed Value per SF (b)**	**Total Assessed Value**
General Commercial	216,000	227	49,032,000
Restaurant	30,000	227	6,810,000
Subtotal Commercial Retail	**246,000**	**$ 227**	**$ 55,842,000**

Hospitality			
Description	**Number of Rooms**	**Estimated Assessed Value per Room**	**Total Assessed Value**
Hotel	125	248,000	31,000,000

Total Project Assessed Value	**$ 1,560,367,000**

Footnotes:

(a) Per Developer and Beaumont Point Specific Plan. Represents maximum allowable building square footage.
(b) Per Developer.

Table 4
Post-ERAF Share of the Basic Tax Calculation
Beaumont Pointe

Agency	TRA (c) 56-006	56-007	56-016	56-017	91-010	Wtd. Avg. of TRAs (a), (b)
General	**12.84501768%**	**13.85833051%**	**13.58799159%**	**13.09636799%**	**14.84232910%**	**13.408067031%**
County Free Library	1.31177694%	1.41419586%	1.38660869%	1.33644021%	1.51460970%	1.368882514%
County Structure Fire Protection	5.36236594%	5.78104164%	5.66826846%	5.46318658%	6.19151834%	5.595805763%
Beaumont Unified School	39.01510700%	42.06127400%	41.24077100%	39.74865000%	0.00000000%	29.757937180%
San Jacinto Unified School	0.00000000%	0.00000000%	0.00000000%	0.00000000%	44.46009600%	10.812686198%
Mt San Jacinto Junior College	3.62238000%	3.90520300%	3.82902300%	3.69048600%	4.18248800%	3.780072961%
Riv. Co. Office of Education	3.73928600%	4.03123600%	3.95259800%	3.80959100%	4.31746900%	3.902067869%
Riv County Regional Park & Open Space	0.33306177%	0.34206833%	0.33539575%	0.32326118%	0.36635702%	0.341251513%
Flood Control Administration	0.21458408%	0.23133765%	0.22682508%	0.21861818%	0.24776375%	0.223925463%
Flood Control Zone 5	4.47826690%	4.82791454%	4.73373520%	4.56246498%	5.17071592%	4.673219194%
Summit Cemetery District	1.55976984%	1.68155142%	1.64874877%	1.58909566%	0.00000000%	1.189681029%
San Gorgonio Pass Mem Hospital	1.84545500%	0.00000000%	1.95073200%	0.00000000%	0.00000000%	1.246859598%
Beaumont Cherry Valley Rec & Park	3.51404580%	3.78841073%	3.71450859%	3.58011530%	0.00000000%	2.680263171%
Valley Wide Rec & Park	0.00000000%	0.00000000%	0.00000000%	0.00000000%	1.05843310%	0.257410712%
San Gorgonio Pass Water Agency DS	3.24139820%	0.00000000%	0.00000000%	3.30234126%	0.00000000%	2.212769815%
ERAF Fund	18.91748485%	18.07743632%	17.72479387%	19.27938166%	17.64822007%	18.549099989%
Total	100.000000%	100.000000%	100.000000%	100.000000%	100.000000%	100.0000%
Project Acres (c)	400.19	27.57	19.00	24.00	151.28	622.04
% of Total	64.34%	4.43%	3.05%	3.86%	24.32%	100.00%

Total County General Fund **13.4081%**

		Total
Total Assessed Value from Table 3		$ 1,560,367,000
Base 1% Ad-Valorem Tax	1.00%	$ 15,603,670
Total Property Taxes Generated	**13.4081%**	**$ 2,092,151**
City of Beaumont Share (d)	**25.0000%**	**$ 523,038**

Footnotes:

Source: Fiscal Year 2022-23 Share of the Basic Tax per Riverside County Auditor-Controller's Office, Property Tax Division.

(a) The weighted average of TRAs was calculated by the distribution of acreage among the TRAs within the Project.

(b) Shares of the basic tax that are received by the County for each TRA are highlighted in bold print.

(c) Data per LandVision.

(d) Per City of Beaumont Resolution No. 1982-24, the City is allocated 25% of the property tax revenue generated within the area to be annexed with the remaining 75% remaining with the County of Riverside.

Table 5
Property Taxes In Lieu of MVLF
Beaumont Pointe

Property Taxes In Lieu of MVLF			
FY 2023/24 In Lieu MVLF Allocation to City	$	7,649,448	(a)
FY 2022/23 City of Beaumont Assessed value		8,062,445,999	(b)
Total Project Assessed Value from Table 3		1,560,367,000	
Less: Existing Assessed Value		(4,590,000)	
Net (New) Assessed Value	$	1,555,777,000	
AV Growth from Project		19.297%	
Annual City Property Taxes In Lieu of MVLF	**$**	**1,476,082**	

Footnotes:
(a) Per City of Beaumont Annual City budget for Fiscal Year 2022-2023.
(b) Per County of Riverside Close of Roll Press Release dated July 10, 2023.

Table 6
Transient Occupancy Taxes
Beaumont Pointe

Proposed Resort Hotel			
No. of Rooms		125	
Average Daily Rate (ADR)		$ 160	(a)
Occupancy Rate (%)		75.0%	(a)
Total Annual Room Revenues		5,475,000	
Annual City Transient Occupancy Tax	**10.00%** (b)	**$ 547,500**	

Footnotes:

(a) Estimate per DPFG ADR rate research regarding hotels located within Project area dated 12/8/2022.

(b) Transient occupancy tax rate per City of Beaumont Municipal Code Chapter 3.28.030.

Table 7
On-Site Sales Tax Revenue
Beaumont Pointe

Probable Tenant Type	Bldg. SF (a)	Estimated Sales per SF (b)	Estimated % Taxable	Estimated Taxable Sales per SF	Total Estimated Taxable Sales
Commercial					
Industrial (Self Storage) - PA 3	35,000	$ -	100%	$ -	$ -
Industrial Building 1 - PA 4	1,379,000	-	100%	$ -	$ -
Industrial Building 2 - PA 5	981,000	-	100%	$ -	$ -
Industrial Building 3 - PA 6	700,000	-	100%	$ -	$ -
Industrial Building 4 - PA 7	600,000	-	100%	$ -	$ -
Industrial Building 5 - PA 8	1,300,000	-	100%	$ -	$ -
General Commercial	216,000	175	100%	175	37,800,000
Restaurant	30,000	250	100%	250	7,500,000
Total	**5,241,000**				**$ 45,300,000**
Annual Sales Tax to City				**1.00%**	**$ 453,000**

Footnotes:
(a) Per Developer.
(b) Preliminary DPFG estimates based on industry knowledge and review of various data sources in addition to Dollars & Cents of Shopping Centers (2008) by Urban Land Institute.

Table 8
Other Recurring Revenues
Beaumont Pointe

Revenue Category	City FY 2023/24 Adopted Budget (a)	Percentage Adjustment	Adjusted Budget	Multiplier	Factor	Project Equivalent Persons	Project Revenues
Taxes							
Secured Property Taxes	$ 7,569,785	100%	$ 7,569,785	Case Study	0.00	-	$ -
Unsecured Property Taxes	236,531	100%	236,531	Case Study	0.00	-	-
Property Transfer Tax	342,371	100%	342,371	Case Study	0.00	-	-
Street Light Assessment (Prop 13)	957,344	100%	957,344	Per Capita & 50% Employee	13.90	2,725.29	37,873
Sales & Use Taxes	28,374,719	100%	28,374,719	Case Study	0.00	-	-
1/2% Sales Tax - Public Safety	257,705	100%	257,705	Per Capita & 50% Employee	3.74	2,725.29	10,195
Motor Vehicle In-Lieu Taxes	7,649,448	100%	7,649,448	Case Study	0.00	-	-
Vehicle License Collection	63,324	100%	63,324	Per Capita & 50% Employee	0.92	2,725.29	2,505
Utility Users Tax	2,152,970	100%	2,152,970	Per Capita & 50% Employee	31.25	2,725.29	85,171
Transient Occupancy Tax	416,381	100%	416,381	Case Study	0.00	-	-
Total Taxes	$ 48,020,578		$ 48,020,578				$ 135,744
Franchies Fees (b)	$ 3,299,914		$ 3,299,914	Per Capita & 50% Employee	47.90	2,725.29	$ 130,545
Charges for Services							
Transportation Permits	5,000	100%	5,000	Per Capita & 50% Employee	0.07	2,725.29	198
Code Enforcement - Weed Abatement	44,267	100%	44,267	Per Capita & 50% Employee	0.64	2,725.29	1,751
Code Enforcement - Turbo Data	37,005	100%	37,005	Per Capita & 50% Employee	0.54	2,725.29	1,464
Code Enforcement Lien Recovery	4,500	100%	4,500	Per Capita & 50% Employee	0.07	2,725.29	178
Live Scan Fingerprinting	20,000	100%	20,000	Per Capita & 50% Employee	0.29	2,725.29	791
Notary Fees	200	100%	200	Per Capita & 50% Employee	0.00	2,725.29	8
Passport Fees	-	100%	-	Per Capita & 50% Employee	0.00	2,725.29	-
Special Police Services	94,000	100%	94,000	Per Capita & 50% Employee	1.36	2,725.29	3,719
Building Rental	85,000	100%	85,000	Per Capita & 50% Employee	1.23	2,725.29	3,363
Parks Rental	70,000	100%	70,000	Per Capita & 50% Employee	1.02	2,725.29	2,769
Administrative Fees - DIF	40,000	100%	40,000	Per Capita & 50% Employee	0.58	2,725.29	1,582
Administrative Fees - Planning	10,000	100%	10,000	Per Capita & 50% Employee	0.15	2,725.29	396
Administrative Fees - Public Works	148,000	100%	148,000	Per Capita & 50% Employee	2.15	2,725.29	5,855
Other Charges for Services (c)	769,775	0%	-	Per Capita & 50% Employee	0.00	2,725.29	-
Total Charges for Service:	$ 1,356,247		$ 557,972				$ 22,073
Licenses (d)	$ 375,000	100%	$ 375,000	Per Capita & 50% Employee	5.44	2,725.29	$ 14,835
Permits							
Building Permits and Inspections	2,190,097	100%	2,190,097	Per Capita & 50% Employee	31.79	2,725.29	86,640
Yard Sale	4,200	0%	-	Per Capita & 50% Employee	0.00	2,725.29	-
Misc Permits - Alarm Permit	1,500	100%	1,500	Per Capita & 50% Employee	0.02	2,725.29	59
Encroachment Permits	9,000	100%	9,000	Per Capita & 50% Employee	0.13	2,725.29	356
Building Plan Check	704,528	100%	704,528	Per Capita & 50% Employee	10.23	2,725.29	27,871
Railcar Fees	5,892	100%	5,892	Per Capita & 50% Employee	0.09	2,725.29	233
Planning Department Revenue	300,000	100%	300,000	Per Capita & 50% Employee	4.35	2,725.29	11,868
Public Works - Permits	14,000	100%	14,000	Per Capita & 50% Employee	0.20	2,725.29	554
Public Works - Permits Labor	-	100%	-	Per Capita & 50% Employee	0.00	2,725.29	-
Public Works - Plan Check	80,000	100%	80,000	Per Capita & 50% Employee	1.16	2,725.29	3,165
Public Works - Inspection	80,000	100%	80,000	Per Capita & 50% Employee	1.16	2,725.29	3,165
Public Works - Inspection Labor	8,000	100%	8,000	Per Capita & 50% Employee	0.12	2,725.29	316
Public Works - Engineering	10,000	100%	10,000	Per Capita & 50% Employee	0.15	2,725.29	396
Public Works - Engineering Labor	10,000	100%	10,000	Per Capita & 50% Employee	0.15	2,725.29	396
Fire Department Fees	250,000	100%	250,000	Per Capita & 50% Employee	3.63	2,725.29	9,890
Total Permits:	$ 3,667,217		$ 3,663,017				$ 144,909
Other Financing Sources (e)	$ -	0%	$ -	Per Capita & 50% Employee	0.00	2,725.29	$ -
Cost Recovery (f)	$ 866,920	100%	$ 831,920	Per Capita & 50% Employee	12.08	2,725.29	$ 28,065
Miscellaneous Revenue (g)	$ 1,870,860	100%	$ 1,870,860	Per Capita & 50% Employee	27.16	2,725.29	$ 74,011
Fines and Forfeitures (h)	$ 115,000	100%	$ 115,000	Per Capita & 50% Employee	1.67	2,725.29	$ 4,549
Transfers (i)	$ 8,218,067	0%	$ -	Per Capita & 50% Employee	0.00	2,725.29	$ -
Total	**$ 67,789,803**		**$ 58,734,261**				**$ 554,731**

Footnotes:
(a) Based on City of Beaumont FY 2023-24 Adopted Budget.
(b) Franchise Fees include revenues from Edison, Cable, Verizon/Frontier, Gas Company, and Waste Management.
(c) Other Charges for Service includes revenues from Animal License, Care and Recovery Cost, School Resource Officer Program, Community Programs, Bond Acceptance/Reduction/Exoneration, Building and Parks Rental, Community Service Staff Time, Sale of Miscellaneous Copies, Sale of Misc Copies, and Parks and Recreation Contract Classes.
(d) Licenses includes revenues from Business Licenses.
(e) Other Financing Sources includes revenues from Sale of Property.
(f) Cost Recovery includes revenues from Solid Waster Support Services, Plan Check, Inspection, Credit Card Fees, Coachella/ Stagecoach, RAID, PACT, BUSD, OES, Park Utilities, POST, Insurance Recovery, and Claims.
(g) Miscellaneous Revenue includes revenues from Release of Lien, Interest, Interest - CFD Bonds, Principle Received - CFD, Cost Recovery Plan Check/Inspections, Lease Revenue, Admin Overhead Revenue, and Cal Card Rebate.
(h) Fines and Forfeitures includes revenues from Abandoned Vehicle Program, General Fines, Parking Fine Revenue, and CA Vehicle Code Fines.
(i) Transfers includes revenues from Transfers In and Transfers In- Overhead.

Table 9
Recurring Expenditures
Beaumont Pointe

Expenditure Category	City FY 2023/24 Adopted Budget (a)	Percentage Adjustment	Adjusted Budget	Multiplier	Factor	Project Equivalent Persons	Project Cost
Non-Departmental							
Transfers Out	$ 10,935,086	0%	-	Per Capita & 50% Employee	-	2,725	$ -
Subtotal Non-Departmental	10,935,086		-				-
Administration							
City Council	202,143	50%	101,072	Per Capita & 50% Employee	1.47	2,725	3,998
City Clerk	459,449	50%	229,725	Per Capita & 50% Employee	3.33	2,725	9,088
Administration	1,545,057	50%	772,529	Per Capita & 50% Employee	11.21	2,725	30,561
Communication	390,477	50%	195,239	Per Capita & 50% Employee	2.83	2,725	7,724
IT Department	1,798,922	50%	899,461	Per Capita & 50% Employee	13.06	2,725	35,583
Risk and Human Resources	3,625,354	50%	1,812,677	Per Capita & 50% Employee	26.31	2,725	71,709
Legal	1,500,000	50%	750,000	Per Capita & 50% Employee	10.89	2,725	29,670
Finance and Budgeting	1,942,334	50%	971,167	Per Capita & 50% Employee	14.10	2,725	38,419
Subtotal Administration	11,463,736		5,731,868				226,753
Community Development							
Community Development	812,062	50%	406,031	Per Capita & 50% Employee	5.89	2,725	$ 16,063
Economic Development	1,207,540	50%	603,770	Per Capita & 50% Employee	8.76	2,725	23,885
Community Enhancement	362,525	50%	181,263	Per Capita & 50% Employee	2.63	2,725	7,171
Building and Safety	1,554,947	50%	777,474	Per Capita & 50% Employee	11.29	2,725	30,757
Subtotal Community Development	3,937,074		1,968,537				$ 77,875
Community Services							
Parks and Recreation	1,899,199	50%	949,600	Per Capita & 50% Employee	13.78	2,725	$ 37,566
Building Maintenance	1,118,910	50%	559,455	Per Capita & 50% Employee	8.12	2,725	22,132
Parks and Grounds Maintenance	5,459,105	50%	2,729,553	Per Capita & 50% Employee	39.62	2,725	107,981
Subtotal Community Services	8,477,214		4,238,607				$ 167,679
Public Safety							
Public Safety - OES	15,000	100%	15,000	Per Capita & 50% Employee	0.22	2,725	$ 593
Police	16,486,010	100%	16,486,010	Per Capita & 50% Employee	239.31	2,725	652,186
Police Support	2,928,561	100%	2,928,561	Per Capita & 50% Employee	42.51	2,725	115,854
Fire (b)	11,396,728	100%	11,396,728	Per Capita & 50% Employee	165.43	2,725	450,854
K-9	14,214	100%	14,214	Per Capita & 50% Employee	0.21	2,725	562
Animal Control	385,923	100%	385,923	Per Capita & 50% Employee	5.60	2,725	15,267
Subtotal Public Safety	31,226,436		31,226,436				$ 1,235,317
Public Works							
Public Safety - OES							
Engineering and Public Works	3,606,165	100%	3,606,165	Per Capita & 50% Employee	52.35	2,725	$ 142,660
Street Maintenance	2,720,618	100%	2,720,618	Per Capita & 50% Employee	39.49	2,725	107,628
Total Public Works	6,326,783		6,326,783				$ 250,287
Total	**$ 72,366,329**		**$ 49,492,231**				**$ 1,957,912**

Footnotes:
(a) Per the City of Beaumont FY 2023/2024 Annual Budget.
(b) Public Safety Fire Expenditures are from the 23/24 Annual Budget and includes an additional $4,576,526 fire contract to operate an additional fire station.

Table 10
Permanent Employment per Developer EIR
Beaumont Pointe

Tenant Type	Bldg. SF (a)	Estimated SF per Employee (b)	Estimated Employees
Commercial Areas			
Industrial (Self Storage) - PA 3	35,000	1,000	35
Industrial Building 1 - PA 4	879,000	1,000	879
Industrial Building 1 - PA 4 (c)	500,000	750	667
Industrial Building 2 - PA 5	981,000	1,000	981
Industrial Building 3 - PA 6	700,000	1,000	700
Industrial Building 4 - PA 7	600,000	1,000	600
Industrial Building 5 - PA 8	1,300,000	1,000	1,300
General Commercial	216,000	1,163	186
Restaurant	30,000	1,163	26
Subtotal - Industrial / Commercial	5,241,000		5,373
Hotel			
Hotel - 125 Rooms	90,000	1,163	77
Subtotal Hotel	90,000		77
Total	**5,331,000**		**5,451**

Footnotes:

(a) Per Table 3.

(b) Values for Square Feet per Employee based on Specific Plan EIR dated 12/20/2022 and Provided by Developer 6/29/2023.

(c) Represents general light industiral square footage portion of industrial warehouse building.

Appendix C

Fiscal Revenue Analysis Time-Phased Revenue and Expenditure Summary
Beaumont Pointe

Square Footage / Room Count (a)	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40
Industrial	1,379,000	1,379,000	3,060,000	3,060,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000
General Commercial	-	-	-	-	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000
Restaurant	-	-	-	-	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Hotel Rooms	-	-	-	-	125	125	125	125	125	125	125	125	125	125	125	125	125

Revenues (b)	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40
Property Tax	$ 136,362	$ 139,089	$ 314,811	$ 321,107	$ 566,153	$ 577,476	$ 589,025	$ 600,806	$ 612,822	$ 625,078	$ 637,580	$ 650,332	$ 663,338	$ 676,605	$ 690,137	$ 703,940	$ 718,019
TOT	-	-	-	-	569,731	575,428	581,182	586,994	592,864	598,793	604,781	610,828	616,937	623,106	629,337	635,631	641,987
VLF	384,831	392,528	888,439	906,208	1,566,016	1,629,714	1,629,283	1,661,869	1,695,106	1,729,009	1,763,589	1,798,860	1,834,838	1,871,534	1,908,965	1,947,144	1,986,087
On-Site Sales Revenue	-	-	-	-	490,342	500,149	510,152	520,355	530,762	541,377	552,204	563,249	574,514	586,004	597,724	609,678	621,872
Other Revenues	157,310	160,456	341,660	348,494	600,459	612,468	624,717	637,211	649,956	662,955	676,214	689,738	703,533	717,604	731,956	746,595	761,527
Total Revenues	$ 678,503	$ 692,073	$ 1,544,910	$ 1,575,809	$ 3,792,700	$ 3,895,234	$ 3,934,360	$ 4,007,235	$ 4,081,510	$ 4,157,211	$ 4,234,368	$ 4,313,007	$ 4,393,159	$ 4,474,853	$ 4,558,119	$ 4,642,988	$ 4,729,491

Expenditures (c)	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40
Non-Departmental	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Administration	64,302	66,231	142,409	146,682	255,212	262,868	270,754	278,877	287,243	295,861	304,737	313,879	323,295	332,994	342,984	353,273	363,871
Community Development	22,084	22,746	48,909	50,376	87,649	90,279	92,987	95,777	98,650	101,610	104,658	107,798	111,032	114,362	117,793	121,327	124,967
Community Services	47,550	48,977	105,309	108,468	188,724	194,386	200,218	206,224	212,411	218,783	225,347	232,107	239,070	246,243	253,630	261,239	269,076
Public Safety	350,310	367,825	806,249	846,561	1,501,536	1,576,613	1,655,443	1,738,216	1,825,126	1,916,383	2,012,202	2,112,812	2,218,452	2,329,375	2,445,844	2,568,136	2,696,543
Public Works	70,976	73,105	157,190	161,906	281,701	290,152	298,856	307,822	317,057	326,568	336,365	346,456	356,850	367,556	378,582	389,940	401,638
Total Expenditures	$ 555,222	$ 578,885	$ 1,260,066	$ 1,313,993	$ 2,314,822	$ 2,414,298	$ 2,518,259	$ 2,626,916	$ 2,740,487	$ 2,859,205	$ 2,983,308	$ 3,113,052	$ 3,248,700	$ 3,390,530	$ 3,538,833	$ 3,693,915	$ 3,856,095
Total Surplus (Deficit)	$ 123,281	$ 113,188	$ 284,845	$ 261,816	$ 1,477,878	$ 1,480,937	$ 1,416,101	$ 1,380,319	$ 1,341,022	$ 1,298,007	$ 1,251,059	$ 1,199,955	$ 1,144,460	$ 1,084,323	$ 1,019,286	$ 949,073	$ 873,396

Footnotes:
(a) Per Developer. Analysis shows anticipated absorption and the estimated annual surplus / (deficit) from the date of first construction until FY 2039/40. Escalation factors provided by City of Beaumont.
(b) Analysis estimated a 2.00% increase for all revenues except TOT which escalates at 1.00%.
(c) Analysis estimates a 3.00% increase for all expenditures except Public Safety which escalates at 5.00%. Public Safety Fire Expenditures are from the 23/24 Annual Budget and includes an additional $4,576,526 fire contract to operate an additional fire station.

Fiscal Impact Analysis
For
Beaumont Pointe Specific Plan

October 2023

Prepared By:

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP

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Appendix A – Site Utilization Plan

Appendix B – Fiscal Impact Analysis Tables

1. Purpose of Fiscal Impact Analysis

This Fiscal Impact Analysis ("FIA") has been prepared to determine the estimated fiscal impacts on the County of Riverside ("County") in connection with the proposed development of the Beaumont Pointe Specific Plan ("Project"). The reader should be aware that the FIA contains estimates or projections of the Project's future revenue and cost impacts on the County and actual fiscal results may vary from estimates because events and circumstances may occur in a manner that is different than projected in the FIA. The primary purpose of this FIA is to estimate the Project's net fiscal impact on the County's General Fund upon build-out.

2. Project Description

The proposed Project is an employment and retail entertainment development which at buildout is anticipated to include approximately 246,000 square feet of general commercial uses, a 125-room hotel, and approximately 4,995,000 square feet of industrial and warehouse uses in five buildings ranging in size from 600,000 and 1,400,000 square feet.

Beaumont Pointe Specific Plan (SP2019-0003)

The Project includes approximately 539.9 gross acres that are predominantly located just outside the City of Beaumont in the Unincorporated Area of the County of Riverside, between Moreno Valley and Beaumont, adjacent to Jack Rabbit Trail and below SR-60. The Project is within the Beaumont Pointe Specific Plan, which provides for the development of up to 539.9 acres comprising of 30.2 acres of General Commercial uses, approximately 232.6 acres of Industrial uses, and approximately 277.1 acres of Open Space. It is estimated that the Project will include an additional approximately 4,995,000 square feet of industrial uses, approximately 246,000 square feet of general commercial uses, and a 125-room hotel upon buildout.

3. FIA Limiting Conditions

The FIA is subject to the following limiting conditions:

- The FIA contains an analysis of recurring revenues and costs to the County from development of the Project. The FIA is based on estimates, assumptions and other information developed from DPFG's research, interviews, telephone discussions with County staff, and information from DPFG's database which were collected through fiscal impact analyses previously prepared by DPFG and others.

- The sources of information and basis of the estimates are stated herein. While we believe the sources of information are reliable, DPFG does not express an opinion or any other form of assurance on the accuracy of such information.

- The analysis of recurring revenues and cost impacts to the County contained in the FIA is not considered to be a "financial forecast" or a "financial projection" as technically defined by the American Institute of Certified Public Accountants. The word

"projection" used within this report relates to broad expectations of future events or market conditions.

- Since the analyses contained herein are based on estimates and assumptions which are inherently subject to uncertainty and variation depending on evolving events, DPFG cannot represent that results will definitely be achieved. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary from the projections.

4. General Sources of Information and Methodology Used in FIA

The FIA was prepared in accordance with the general methodologies outlined in the County of Riverside Guide to Preparing Fiscal Impact Reports ("County FIA Guide"), dated January 1995. Per the County FIA Guide, the methodology used to determine the allocable revenue and cost impacts to County Funds as a result of the Project's development is a combination of case study methods and multiplier methods.

When projecting fiscal impacts using a multiplier method, the FIA determines per capita/employee impacts by applying the appropriate per capita, per employee and per capita and employee factors ("Factors") to the Project land use assumptions. The Factors were calculated using the County of Riverside Fiscal Year 2023-24 Adopted Budget; Factors for the entire county were calculated for revenues and costs that affect the entire County and unincorporated Factors were calculated for revenues and costs that only affect unincorporated parts of the County. Cost and revenue factors are projected in 2023 dollars, and are not adjusted for inflation; however, in accordance with the County of Riverside Guide to Preparing Fiscal Impact Reports, each year the cumulative residential and non-residential assessed value from prior years, which is used to calculate property tax revenue, is deflated at a rate of 0.4385% (Calculated by subtracting the 2.00% limit on annual increases in assessed value imposed by Proposition 13 from the historical average U.S. inflation rate from 2002 to 2022 of 2.44%, per InflationData.com).

Information used in preparing the FIA was obtained from the following sources: (1) the County of Riverside Fiscal Year 2023-24 Adopted Budget Volume II ("County Budget"); (2) JRT BP1, LLC ("Developer"); (3) County of Riverside Auditor – Controller's Office (Property Tax and Assessed Value Information) (4) The California Department of Finance (Population Information); (5) the California Employment Development Department (employment information); (6) Riverside County Sheriff's Department (police cost case study information); (7) Riverside County Fire Department (Fire Cost Case Study Information); (8) Riverside County Transportation Fund ("Transportation Fund") administrative office (Recurring Transportation Fund Revenue and Cost Information); (9) Inflationdata.com (Average Historical U.S. Inflation Rate); (10) Landvision; (11) California Revenue and Taxation Code; and (12) County of Riverside General Plan.

The FIA is organized as follows:

Appendix	Table	Description
B	1	Fiscal Impact Analysis Summary
B	2	Post-ERAF Share of the Basic Tax Calculation
B	3	Land Use and Absorption Assumptions
B	4	Property Tax and Documentary Transfer Tax Calculations
B	5	Sales and Use Tax and Interest Earnings
B	6	Property Tax In-Lieu of MVLF
B	7	Transient Occupancy Taxes
B	8	Other General Fund Discretionary Revenue Calculations
B	9	General Fund Financing Requirements Budget, Net of Revenue Sources
B	10	General Fund Financing Requirements Calculations
B	11	Police Protection Cost Calculation
B	12	Fiscal Impact to Fire Fund
B	13	Fiscal Impact to Library Fund
B	14	Fiscal Impact to Transportation Fund
B	15	Fiscal Impact to Flood Control Zone 5 Operations Fund
B	16	Phasing Analysis Detail
B	17	Phasing Analysis Summary

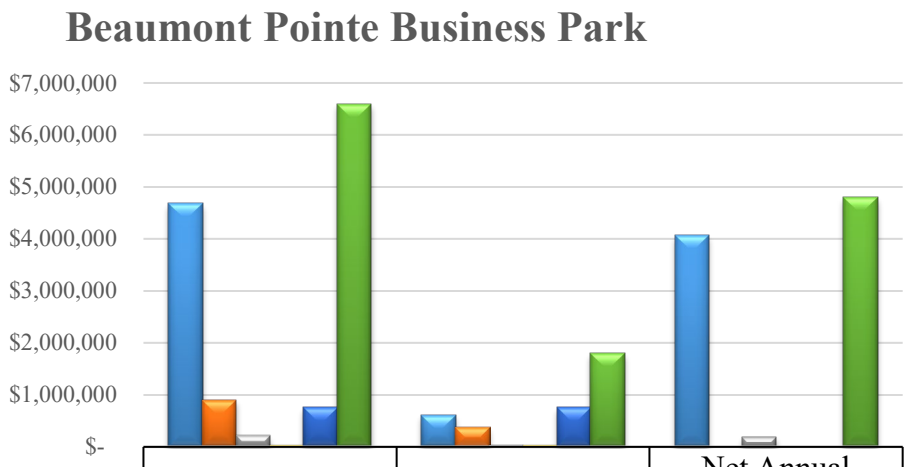
The FIA uses the following key assumptions:

Key Assumptions	
Fiscal Year Budget	2023/24
County Residential County Population (a)	2,439,234
Residential Population in Unincorporated Section (a)	401,693
Resdeints Per household (a)	3.12
County Employment (b)	$ 1,078,700
County Employment in Unincorpoarted Section (b)	$ 106,700
County Share of the Basix Tax (c)	13.41%
Library Fund Share of basic Tax (c)	1.37%
Fire Fund Share of Basic Tax (c)	5.60%
Flood Control Zone 3 Operations Share of the Basic Tax (c)	4.67%
Property Tax Deflation Factor (d)	0.4385%
On-Site Sales and Use Tax Generation rate per Sq.Ft (e)	$ -
Residential Units	-
Weighted Average price	$ -
(Less) Homeowners Exemption	$ -
Residential Property Value per Unit	$ -
Hotel Average Daily Rate (ADR)	$ 160
Hotel Occupancy	75%

(a) Per the California Department of Finance as of January 1, 2023.
(b) Per the California Employment Development Department, as of June 2023.
(c) Per Riverside County Auditor/Controller, See Appendix B, Table 2.
(d) The FIA assumes an annual assessed value deflation factor of 0.4385% (Calculated by subtracting the 2% limit on annual increases in assessed value imposed by Proposition 13 from the historical average U.S. inflation rate from 2002 to 2022 of 2.44% per InflationData.com).
(e) Estimate of $175 psf was used for General Commercial and $250 psf was used for restaurants.

5. Fiscal Impact Analysis Summary and Conclusions

The FIA examines the financial impact the Project will have on the County's general fund ("General Fund"), fire fund ("Fire Fund"), library fund ("Library Fund"), transportation fund ("Transportation Fund"), and flood control zone 5 operations ("Flood Control Zone 5 Operations"). The Project will generate additional income for the General Fund primarily through increased property taxes, sales taxes, and franchise taxes while increasing the need for County services such as police, fire, and health and sanitation.



	Financing Sources	Financing Requirements	Net Annual Surplus / (Deficit)
General Fund	$4,684,028	$615,633	$4,068,395
Fire Fund	$900,495	367,265	-
Library Fund	$220,316	29,308	191,008
Transportation Fund	$37,003	37,003	-
Flood Control Zone 5	$752,029	752,029	-
Total	$6,593,871	1,801,238	$4,792,634

As seen in the chart above, the Project is anticipated to generate a **$4,792,634** surplus to the County on an annual basis once the Project is fully developed. The FIA does not consider the impact of potential reduced County expenditures due to privately maintained amenities, parks, or streets.

6. Impact of Current Market Conditions

Please see Table 16 for full detail on the Project's buildout through Year 20. As seen in Table 16, at buildout, the Project's General Fund, Fire Fund, and Library Fund will have positive fiscal amounts, and the Project is projected to have no annual fiscal impact on the Transportation Fund or Flood Control Zone 5 Operations. This results in the Project having an overall positive impact on the County. The Project is also anticipated to have an overall positive impact on the County 5 years after buildout and 10 years after buildout, as seen in the Phasing Analysis Detail for the proposed land use plan.

From 5-Years after Buildout to 10-Years after Buildout, projected recurring revenue for the General Fund, Fire Fund, Library Fund, and Flood Control Zone 5 Operations is anticipated to steadily decrease due to the incorporation of a Property Tax Deflation Factor, per the County FIA Guide. All of these funds rely on property tax as a major revenue source, and the FIA accounts for the deflating effects of Proposition 13 on property tax revenue. In accordance with the County FIA Guide, the FIA assumes that the 2% annual increase in assessed valuation allowed under Proposition 13 will not keep pace with the inflation rate estimated at 2.44% (historical average U.S. inflation rate from 2002 to 2022, per InflationData.com). The reader should note that the deflation of property tax revenue does not take property turnover into account; in most cases when property is sold, it is reassessed at the current market rate.

7. General Fund Projected Recurring Revenues

7.1 Property Tax

In 1992, to meet its obligations to fund education at specific levels under Proposition 98, the State of California enacted legislation that shifted partial financial responsibility for funding education to local governments (cities, counties, and special districts). The state did this by instructing County auditors to shift the allocation of local property tax revenues to educational revenue augmentation funds ("ERAF") to support schools. As such, the FIA calculates a weighted average share of the basic tax after the shift of revenue to ERAF. Since the Project is within five different tax rate areas, the post-ERAF share of the basic tax is calculated using a weighted average post-ERAF share of the basic tax based on acreage. The FIA assumes that the County will receive , post-ERAF, of the 1% ad valorem property taxes assessed to property owners within the Project (See Appendix B, Table 2). The County will receive **$2,157,669** per year in non-residential property taxes at buildout, as shown in Appendix B, Table 4. The County's share of non-residential property tax also includes an unsecured property tax component estimated at 10% of the secured property taxes levied on non-residential property pursuant to the County FIA Guide.

7.2 Documentary Transfer Tax

The County receives property transfer tax as new or existing property is sold and ownership is transferred. According to the Riverside County Recorder, property transfer tax is collected upon the sale of property at a rate of $1.10 per $1,000 of valuation. The FIA assumes a non-residential turnover rate of 5% of total assessed value per year. See Appendix B, Table 4 for the detailed calculation. Property transfer tax is projected to total **$80,462** at buildout.

7.3 Sales Tax

Under the California Sales and Use Tax Law, the sale of tangible personal property is subject to sales or use tax unless exempt or otherwise excluded. When the sales tax applies, the use tax does not apply and the opposite is true. The sales tax is imposed on all retailers for the privilege of selling tangible personal property in the state of California and is measured by the retailer's gross receipts. Use tax is imposed on purchasers of tangible personal property from any retailer for the purpose of storage, use, or other consumption in this state and is measured by the sales price of the property purchased. However, if an

out-of-state retailer is engaged in business in this state, it is required to register with the State of California and collect the use tax from the purchaser at the time of making the sale.

There is a 7.25% statewide sales and use tax base rate that is collected by the State of California. Since January 1, 2013, the State government has received 6.25% of the 7.25% and local governments receive the remaining 1% which is transferred to the local government's general fund. This analysis assumes use tax revenue at 10.5% of sales tax revenue.

7.3.1 On-Sales Tax

The FIA estimates on-site retail sales and use tax revenue that the County will receive by projecting taxable purchases made within the Project. The FIA assumes that restaurants within the commercial land use will generate $250 of taxable sales per building square foot per year, and all other general commercial land uses will generate $175 of taxable sales per building square foot per year. After calculating total Project retail taxable expenditures captured in the Project, the FIA assumes the County receives sales tax revenue of 1% of taxable sales and use tax revenue of 10.5% of sales tax revenue. Applying this methodology, the County would receive approximately **$500,565** in annual on-site sales and use tax revenue at buildout, as shown in Appendix B, Table 5.

7.3.2 Off-Sales Tax

The County will likely receive off-site sales and use tax revenue from taxable purchases made by new Project residents within the County, but outside the Project area. However, to take a conservative approach and avoid potential double-counting, the FIA excludes Project generated indirect sales tax revenue.

7.4 Interest Earnings

The County earns interest on dollars held in the General Fund and other County Funds. Investment earnings, as specified in the County FIA Guide, are estimated using the historic average interest rate of the 90-day Treasury Bill. The analysis assumes a rate of 0.77% the 10-year historic average interest rate of the 90-day Treasury Bill from 2013 to 2022. In 1994, the County FIA Guide calculated a historic average interest rate of 6.98%. Interest earnings are calculated on property tax, property transfer tax, and sales tax. Interest earnings are projected to total **$21,404** at buildout, as shown in Appendix B, Table 5.

7.5 Property Tax In-Lieu of Vehicle License Fees ("VLF")

According to the County Budget, the State of California is projected to convert $357,949,214 of MVLF revenue to property tax revenue and distribute it to the County of Riverside. The FIA projects MVLF revenue on a valuation basis, as seen in Appendix B, Table 6, and MVLF revenue is anticipated to total **$1,334,200** at buildout, as shown in Appendix B, Table 6.

7.6 Transient Occupancy Tax

The County receives Transient Occupancy Taxes (also known as Bed Tax or Hotel Tax) on 10% of annual revenues for projects with hotels, motels, campgrounds, and RV parks. The FIA uses an occupancy rate of 75% and calculates annual Transient Occupancy Tax received by the County as (Average Room Rate x Total Rooms x Occupancy Rate x 10% x 365). The FIA projects Transient Occupancy Tax revenues to the County to total **$547,500** at buildout, as shown in Appendix B, Table 7.

7.7 Other Revenues

All other General Fund Revenue sources including federal revenue sources, state revenue sources, charges for services, license and permit revenue, and other revenue have been netted against the costs that they are earmarked to offset in the County Budget. The remaining net costs to the general fund in each major cost category are described in detail in the following section.

8. General Fund Projected Recurring Costs

8.1 General Financing Requirements

The FIA uses a per capita approach to project increases to general financing requirements costs. The FIA projects general financing requirements costs of **$12,371** at buildout, as shown in Appendix B, Table 10.

8.2 Public Protection

8.2.1 Judicial

The FIA uses a per capita approach to project increases to recurring judicial costs and assumes a marginal increase in applicable County judicial costs of 25%. The FIA projects recurring judicial costs of **$25,388** at buildout, as shown in Appendix B, Table 10.

8.2.2 Police Protection

Projected recurring police protection costs are estimated using the case study approach. The FIA estimates a cost per sworn officer based on total police costs identified in the County Budget and the estimated number of sworn officers included in the County Budget and multiplies the cost per sworn officer by the number of additional officers required to service the Project. The police protection calculation is based on a service standard of 1 officer per 1,000 residents, per the Riverside County Service Goals and Strategies. The FIA projects recurring police protection costs of **$383,818** at buildout, as shown in Appendix B, Table 11.

8.2.3 Detention and Correction

The FIA uses a per capita approach to project increases to recurring detention and correction costs and assumes a marginal increase in applicable County detention and correction costs of 50%. The FIA projects recurring detention and correction costs of **$135,303** at buildout, as shown in Appendix B, Table 10.

8.2.4 Fire Protection

The FIA assumes that the Project will not increase County Forest Fire Protection Costs that are budgeted to protect undeveloped land. Increases to structural fire protection costs will affect the Fire Fund, which is examined in the following section.

8.2.5 Protection and Inspection

The FIA uses a per capita approach to project increases to protection and inspection costs and assumes a marginal increase in applicable County protection and inspection costs of 50%. The FIA projects recurring protection and inspection costs of **$283** at buildout, as shown in Appendix B, Table 10.

8.2.6 Other Protection

The FIA uses a per capita approach to project increases to other protection costs. The FIA projects recurring other protection costs of **$7,056** at buildout, as shown in Appendix B, Table 10.

8.3 Public Ways and Facilities

The FIA uses a per capita approach to project increases to public ways and facilities costs. The FIA projects recurring public ways and facilities costs of **$217** at buildout, as shown in Appendix B, Table 10.

8.4 Health and Sanitation

The FIA uses a per capita approach to project increases to health and sanitation costs. The FIA projects recurring health and sanitation costs of **$48,124** at buildout, as shown in Appendix B, Table 10.

8.5 Public Assistance

This analysis assumes that future Project residents will require minimal aid from the Riverside County Department of Social Services and projects a marginal increase in aid program costs of 10%. The FIA assumes that the project will affect a 1:1 increase on all other applicable public assistance costs. Using a per capita approach, the FIA projects recurring public assistance costs of **$1,590** at buildout, as shown in Appendix B, Table 10.

8.6 Education, Recreation and Cultural Services

Using a per capita approach, the FIA projects recurring education costs of **$1,482** at buildout, as shown in Appendix B, Table 10.

8.7 Debt Service

The FIA assumes that the Project will not have a fiscal impact on the County's debt service costs.

9. Recurring Fiscal Impacts to the Fire Fund

Appendix B, Table 12 summarizes the Project's fiscal impact on the Fire Fund. To calculate the Project's fiscal impact on the Fire Fund, which is used to fight non-forest fires and provide paramedic service, the FIA projects recurring revenue and costs to the Fire Fund. The FIA projects recurring revenue by determining the Fire Fund's weighted average

share of the basic 1% property tax for the tax rate areas that compose the Project, calculated in Appendix B, Table 2. The weighted average share of the basic tax of approximately 5.596% yields recurring Fire Fund revenue totaling **$900,495** .

The FIA uses the case study method to calculate recurring costs to the Fire Fund. The annual recurring Fire Fund costs are estimated to be **$367,265 .**

At buildout, the Project is projected to have a positive annual fiscal impact of **$533,230** on the Fire Fund.

10. Recurring Fiscal Impacts to Library Fund

Appendix B, Table 13 summarizes the Project's fiscal impact on the Library Fund. To calculate the Project's fiscal impact on the Library Fund, the FIA projects recurring revenue and costs to the Library Fund. The FIA projects recurring revenue by determining the Library Fund's weighted average share of the basic 1% property tax for the tax rate areas that compose the Project, calculated in Appendix B, Table 2. The weighted average share of the basic tax of approximately 1.369% yields a recurring revenue totaling **$220,316** for the Library Fund.

The FIA also projects the Project's share of revenue related to fines and forfeitures and use of library assets using a per capita approach.

Recurring library costs were projected using a per capita approach. The annual recurring Library Fund costs are estimated to be **$29,308** .

At buildout, the Project is projected to have a positive annual fiscal impact of **$191,008** on the Library Fund. The Project's fiscal impact on the Library Fund reflects current market conditions.

11. Recurring Fiscal Impacts to the Transportation Fund

Appendix B, Table 14 summarizes the Project's fiscal impact on the Transportation Fund. The Transportation Fund funds ongoing road maintenance costs as well as the construction of large transportation projects. To estimate recurring road maintenance revenue, the FIA projects gas tax using a per capita method. According to the Transportation Fund administrative office, the transportation expense line item listed in the County Budget includes all of the Transportation Fund's road maintenance costs as well as some non-recurring expenses. As such, the FIA projects recurring road maintenance costs using a per capita method and assumes 100% of the transportation expense amount is used to pay for recurring road maintenance costs.

At buildout, the Project is projected to have no annual recurring fiscal impact on the County Transportation Fund.

12. Recurring Fiscal Impacts to the Flood Control Zone 5 Operations

Ongoing flood control maintenance and operations related to the Project will be handled by Flood Control Zone 5 Operations.

Appendix B, Table 15 summarizes the Project's fiscal impact on Flood Control Zone 5 Operations. To calculate the Project's fiscal impact on Flood Control Zone 5 Operations, the FIA projects recurring revenue and costs. The FIA projects recurring revenue by determining the flood control zone's weighted average share of the basic 1% property tax for the tax rate areas that compose the Project, calculated in Appendix B, Table 2. The weighted average share of the basic tax of approximately 4.673% yields recurring revenue totaling **$ 752,029** per Appendix B, Table 15.

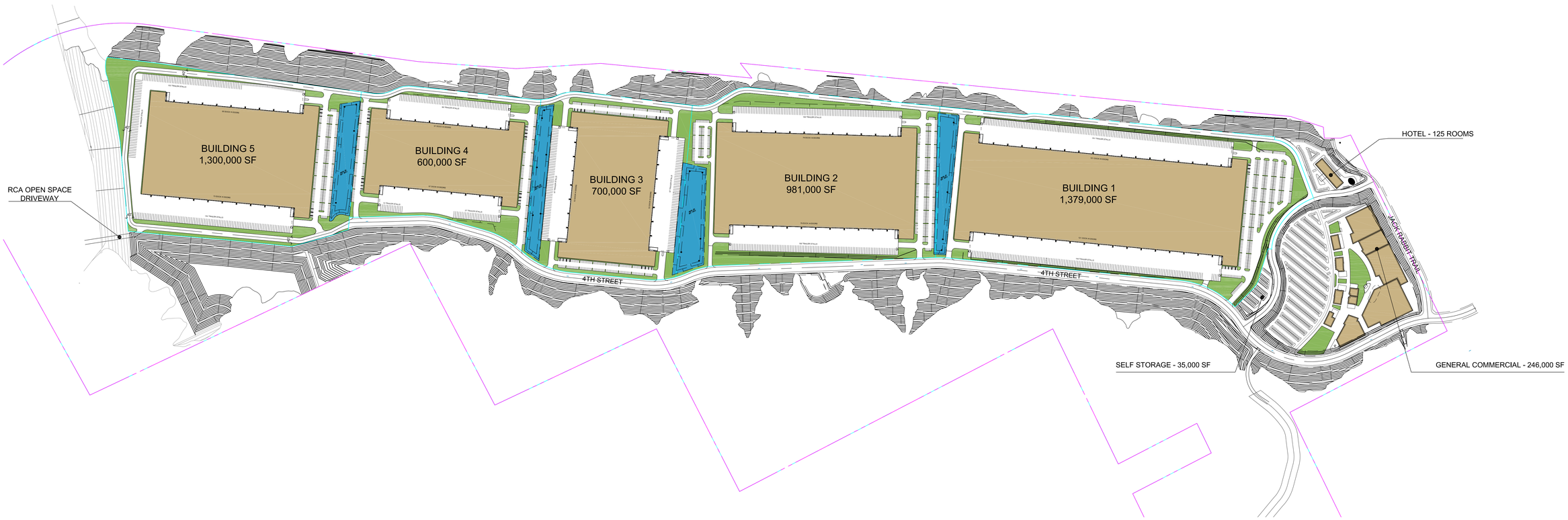
Per the County of Riverside Fiscal Year 2023-24 Adopted Budget, Flood Control Zone 5 Operations is funded using a reserve approach. Each year a portion of the revenues are allocated to fund current year expenditures, with the remainder allocated to the Fund Balance. In years when expenditures exceed revenues, the Fund Balance is used to pay the difference, maintaining a balanced fund. As such, this fund remains balanced, with financial requirements equaling financing sources.

At buildout, the Project is projected to have no annual fiscal impact on Flood Control Zone 5 Operations.

13. Glossary of Defined Terms and Acronyms

Budget	County of Riverside Fiscal Year 2023-24 Adopted Budget
County	County of Riverside
Developer	JRT BP1, LLC
DPFG	DPFG, LLC
FIA	Fiscal Impact Analysis
General Fund	County of Riverside General Fund
Project	Beaumont Pointe Business Park
State	State of California
TRA	Tax Rate Area
VLF	Vehicle License Fees

Appendix A



A CONCEPTUAL SITE PLAN
SCALE: 1" = 300'

PROJECT
BEAUMONT POINTE
BEAUMONT, CA

JPR SUBMITTAL
SITE PLAN

HERDMAN
ARCHITECTURE + DESIGN

100 Bayview Circle, Suite 100
Newport Beach, CA 92660
www.Herdman-ad.com
714.389.2800
info@Herdman-ad.com

A19-2104
06.15.2023

NORTH

CONCEPTUAL
SITE PLAN

Appendix B

Table 1 - Fiscal Impact Analysis Summary
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	Table Ref.	FY 2023/24 Buildout	Percent of Total	Buildout Plus 5	Buildout Plus 10
I. General Fund					
General Fund Financing Sources					
Property Tax	Table 4	$ 2,157,669	46.1%	$ 2,110,780	$ 2,064,910
Documentary Transfer Tax	Table 4	80,462	1.7%	78,713	77,003
Property Tax In-Lieu of MVLF	Table 6	1,334,200	28.5%	1,305,206	1,276,842
Transient Occupancy Tax	Table 7	547,500	11.7%	547,500	547,500
On-Site Retail Sales and Use Tax	Table 5	500,565	10.7%	500,565	500,565
Interest Earnings	Table 5	21,404	0.5%	21,024	20,652
Other Discretionary Revenue	Table 8	42,229	0.9%	42,229	42,229
Total Financing Sources		$ 4,684,028	100.0%	$ 4,606,017	$ 4,529,701
General Fund Financing Requirements					
General Financing Requirements	Table 10	$ 12,371	2.0%	$ 12,371	$ 12,371
Public Protection					
Judicial	Table 10	25,388	4.1%	25,388	25,388
Police Protection	Table 11	383,818	62.3%	383,818	383,818
Detention and Correction	Table 10	135,303	22.0%	135,303	135,303
Fire Protection	Table 10	-	0.0%	-	-
Protection/Inspection	Table 10	283	0.0%	283	283
Other Protection	Table 10	7,056	1.1%	7,056	7,056
Public Ways & Facilities	Table 10	217	0.0%	217	217
Health and Sanitation	Table 10	48,124	7.8%	48,124	48,124
Public Assistance	Table 10	1,590	0.3%	1,590	1,590
Education, Recreation and Cultural Services	Table 10	1,482	0.2%	1,482	1,482
Debt Service	Table 10	-	0.0%	-	-
Total Financing Requirements		$ 615,633	100.0%	$ 615,633	$ 615,633
Net Annual Surplus / (Deficit)		**$ 4,068,395**		**$ 3,990,384**	**$ 3,914,068**
Revenue/Cost Ratio		7.61		7.48	7.36
II. Fire Fund					
Financing Sources	Table 12	$ 900,495		$ 880,926	$ 861,782
Financing Requirements	Table 12	367,265		367,265	367,265
Net Annual Surplus / (Deficit)		**$ 533,230**		**$ 513,661**	**$ 494,518**
III. Library Fund					
Financing Sources	Table 13	$ 220,316		$ 215,529	$ 210,846
Financing Requirements	Table 13	29,308		29,308	29,308
Net Annual Surplus / (Deficit)		**$ 191,008**		**$ 186,221**	**$ 181,538**
IV. Transportation Fund					
Financing Sources	Table 14	$ 37,003		$ 37,003	$ 37,003
Financing Requirements	Table 14	37,003		37,003	37,003
Net Annual Surplus / (Deficit)		**$ -**		**$ -**	**$ -**
V. Flood Control Zone 5 Operations Fund					
Financing Sources	Table 15	$ 752,029		$ 735,687	$ 719,699
Financing Requirements	Table 15	752,029		735,687	719,699
Net Annual Surplus / (Deficit)		**$ -**		**$ -**	**$ -**
VI. Net Fiscal Impact of Project					
Financing Sources		$ 6,593,871		$ 6,475,162	$ 6,359,032
Financing Requirements		1,801,238		1,784,895	1,768,908
Net Annual Surplus / (Deficit)		**$ 4,792,634**		**$ 4,690,267**	**$ 4,590,124**

Table 2 - Post-ERAF Share of the Basic Tax Calculation
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	TRA (c)					Wtd. Avg. of
Agency	**56-006**	**56-007**	**56-016**	**56-017**	**91-010**	
General	**12.84501768%**	**13.85833051%**	**13.58799159%**	**13.09636799%**	**14.84232910%**	**13.40806703%**
County Free Library	**1.31177694%**	**1.41419586%**	**1.38660869%**	**1.33644021%**	**1.51460970%**	**1.36888251%**
County Structure Fire Protection	**5.36236594%**	**5.78104164%**	**5.66826846%**	**5.46318658%**	**6.19151834%**	**5.59580576%**
Beaumont Unified School	39.01510700%	42.06127400%	41.24077100%	39.74865000%	0.00000000%	29.75793718%
San Jacinto Unified School	0.00000000%	0.00000000%	0.00000000%	0.00000000%	44.46009600%	10.81268620%
Mt San Jacinto Junior College	3.62238000%	3.90520300%	3.82902300%	3.69048600%	4.18248800%	3.78007296%
Riv. Co. Office of Education	3.73928600%	4.03123600%	3.95259800%	3.80959100%	4.31746900%	3.90206787%
Riv County Regional Park & Open Space	0.33306177%	0.34206833%	0.33539575%	0.32326118%	0.36635702%	0.34125151%
Flood Control Administration	0.21458408%	0.23133765%	0.22682508%	0.21861818%	0.24776375%	0.22392546%
Flood Control Zone 5	**4.47826690%**	**4.82791454%**	**4.73373520%**	**4.56246498%**	**5.17071592%**	**4.67321919%**
Summit Cemetery District	1.55976984%	1.68155142%	1.64874877%	1.58909566%	0.00000000%	1.18968103%
San Gorgonio Pass Mem Hospital	1.84545500%	0.00000000%	1.95073200%	0.00000000%	0.00000000%	1.24685960%
Beaumont Cherry Valley Rec & Park	3.51404580%	3.78841073%	3.71450859%	3.58011530%	0.00000000%	2.68026317%
Valley Wide Rec & Park	0.00000000%	0.00000000%	0.00000000%	0.00000000%	1.05843310%	0.25741071%
San Gorgonio Pass Water Agency DS	3.24139820%	0.00000000%	0.00000000%	3.30234126%	0.00000000%	2.21276982%
ERAF Fund	18.91748485%	18.07743632%	17.72479387%	19.27938166%	17.64822007%	18.54909999%
Total	100.00000000%	100.00000000%	100.00000000%	100.00000000%	100.00000000%	100.00000000%
Project Acres (c)	400.19	27.57	19.00	24.00	151.28	622.04
% of Total	64.34%	4.43%	3.05%	3.86%	24.32%	100.00%
Total County General Fund						**13.4081%**
Total to County						**25.0460%**

Footnotes:

Source: Fiscal Year 2022-23 Share of the Basic Tax per Riverside County Auditor-Controller's Office, Property Tax Division.

(a) The weighted average of TRAs was calculated by the distribution of acreage among the TRAs within the Project.

(b) Shares of the basic tax that are received by the County for each TRA are highlighted in bold print.

(c) Data per LandVision.

Table 3 - Land Use and Absorption Assumptions
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	Residential Property Value / Unit	Absorption (a) 1	2	3	4	5	6	7	8	Total	Assessed Value
II. Non-Residential Land Use	**Price Per SqFt (a)**										
Industrial Building 1 - PA 3	$ 295	-	-	-	-	-	-	35,000	-	35,000	$ 10,325,000
Industrial Building 2 - PA 4	295	-	-	1,379,000	-	-	-	-	-	1,379,000	406,805,000
Industrial Building 3 - PA 5	295	-	-	-	-	981,000	-	-	-	981,000	289,395,000
Industrial Building 4 - PA 6	295	-	-	-	-	700,000	-	-	-	700,000	206,500,000
Industrial Building 5 - PA 7	295	-	-	-	-	-	-	600,000	-	600,000	177,000,000
Industrial Building 6 - PA 8	295	-	-	-	-	-	-	1,300,000	-	1,300,000	383,500,000
Indoor Activites	227	-	-	-	-	-	-	216,000	-	216,000	49,032,000
Restaurant	227	-	-	-	-	-	-	30,000	-	30,000	6,810,000
Total Non-Residential	$ 292	-	-	1,379,000	-	1,681,000	-	2,181,000	-	5,241,000	$ 1,529,367,000
	Price Per Room (a)										
Hotel	$ 248,000	-	-	-	-	-	-	125	-	125	31,000,000

Total Non-Residential Assessed Value $ 1,560,367,000

Non-Residential	Building SqFt	SqFt Per Employee (b)	Total Employees
Industrial Building 1	35,000	1,500	23
Industrial Building 2	1,379,000	1,500	919
Industrial Building 3	981,000	1,500	654
Industrial Building 4	700,000	1,500	467
Industrial Building 5	600,000	1,500	400
Industrial Building 6	1,300,000	1,500	867
Indoor Activites	216,000	1,030	210
Restaurant	30,000	500	60
Total	5,241,000		3,600

	Room Count	Employee Per Room	
Hotel	125	1	125
Total Anticipated Employees			3,725

		Entire County		Unincorporated Area	Project
Total Residents	(c)	2,439,234	(c)	401,693	0
Employees	(d)	1,078,700	(d)	106,700	3,725
		3,517,934		**508,393**	**3,725**

Total Anticipated Residents and Employees 3,725
Total Anticipated Residents and 50% Employees 1,862

Footnotes:
(a) Per Developer. Land use is preliminary and subject to change. Represents maximum allowable square footage per specific plan. Anticipated assessed values per estimated poperty value using
(b) Due to the anticipated annexation, employee estimates are per Appendix E-2: Socioeconomic Build Out Assumptions and Methodology of the County of Riverside General Plan.
(c) Per California Department of Finance, January 1, 2023.
(d) Per California Employment Development Department, dated June 2023.
(e) Employment was reduced by 50% to account for the estimated less frequent use of public services by employees than residents.

Table 4 - Property Tax and Documentary Transfer Tax Calculations
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

		Table	
I. Property Tax			
Non-Residential Property Tax			
Total Non-Residential Assessed Value		3	$ 1,560,367,000
Total Non-Residential Assessed Value Adjusted for Deflation Factor of 0.4385% (20 Yr) (a)			1,462,938,124
Basic Rate			1.000%
Basic Tax Paid - Non-Residential	[2]		$ 14,629,381
Non-Residential Unsecured Property Tax as a % of Secured			10%
Total Unsecured Property Tax	[3]		$ 1,462,938
Total Basic Tax Paid - Non-Residential	[2]+[3]=[4]		$ 16,092,319
Total Basic Tax Paid - Residential and Non-Residential	[1]+[4]=[5]		$ 16,092,319
County General Fund Post-ERAF Share of Basic Tax	[6]	2	13.40807%
Total County General Fund Tax Share	[5]X[6]=[7]		**$ 2,157,669**
II. Documentary Transfer Tax			
Non-Residential Turnover Rate			5%
Total Non-Residential Assessed Value Adjusted for Deflation Factor of 0.4385% (15 Yr) (a)			$ 1,462,938,124
Value of Annual Turnover			73,146,906
Transfer Tax Rate (b)			0.1100%
Total Non-Residential Documentary Transfer Tax			$ 80,462
Total Documentary Transfer Tax			**$ 80,462**

Footnotes:

(a) Since the deflation factor is 0.4385% , a deflation has been projected (Calculated by subtracting the 2% limit on annual increases in assessed value imposed by Proposition 13 from the historical average U.S. inflation rate from 2002 to 2022 of 2.44%, per InflationData.com).

(b) The County may levy a transfer tax at the rate of $0.55 for each $500 of assessed value. A City within the County that levies this tax can levy a transfer tax at a rate of $0.55 per $1000. If both the County and City levy the transfer tax, a credit shall be allowed against the amount imposed by the County in the amount of tax that is imposed by the City per California Revenue and Taxation Code 11911.

Table 5 - Sales And Use Tax and Interest Earnings
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

I. On-Site Sales and Use Tax	**Taxable Sales Per Square Feet (a)**	**Sq. Ft. (Table 3)**	**Taxable Sales**
Taxable Sales			
Industrial	$ -	4,995,000	$ -
Indoor Activities	175	216,000	$ 37,800,000
Restaurant	250	30,000	$ 7,500,000
Total Direct Taxable Sales		5,241,000	$ 45,300,000
Project On-Site Sales and Use Tax to County			
Sales Tax (@1% of Taxable Sales)		1.00%	$ 453,000
Use Tax (@10.5% of Sales Tax)		10.50%	47,565
Net On-Site Sales and Use Tax			**$ 500,565**

II. Interest Earnings	
County Share of Residential and Non-Residential Property Tax (Table 4)	$ 2,157,669
Documentary Transfer Tax (Table 4)	80,462
Net On-Site Sales and Use Tax	500,565
Total Revenue Generating Interest Earnings	$ 2,738,696
Interest Earnings @ 0.78% (b)	**$ 21,404**

Footnotes:

(a) Preliminary DPFG estimates based on industry knowledge and review of various data sources in addition to Dollars & Cents of Shopping Centers (2008) by Urban Land Institute.

(b) Investment earnings, as specified in the Guide to Preparing Fiscal Impact Reports, are estimated using the historic average interest rate of the 90-day Treasury Bill. The analysis assumes a rate of 0.78%, the 10-year historic average interest rate from 2013 through 2022 of the 90-day Treasury Bill.

Table 6 - Property Tax In-Lieu of MVLF
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

III. Motor Vehicle License Fee ("MVLF")

	FY 2004-05	FY 2023-24		Change
Nominal Dollars:				
Property Tax Vehicle License Fees (VLF) (a)	$ 128,200,332	$ 357,949,214	[1]	229,748,882
County Assessed Valuation (b)	138,771,615,256	390,804,653,343	[2]	252,033,038,087
VLF Increase per Assessed Valuation Increase (AV) Increase			=[1]/[2]	0.000912
VLF Increase per $1,000,000 increase in AV			[3]	$ 912
Property Tax in Lieu of MVLF:				
Project Assessed Value:				
Residential Assessed Value Adjusted for Deflation Factor of 0.4385% (Table 4)			[4]	$ -
Non-Residential Assessed Value Adjusted for Deflation Factor of 0.4385% (Table 4)			[5]	1,462,938,124
Total Assessed Value			=[4]*[5]	$ 1,462,938,124
Assessed Valuation / 1,000,000			[6]	$ 1,463
VLF Increase per $1,000,000 increase in AV			=[3]	912
Property Tax in Lieu of MVLF			=[3]*[6]	**$ 1,334,200**

Footnotes:

(a) Per page 69 of the County of Riverside FY 2023-24 Recommended Budget, Volume II.

(b) Per the Riverside County Assessor, assessed value by base year for the 2023-24 tax year.

Table 7 - Transient Occupancy Taxes
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Proposed Resort Hotel		
No. of Rooms		125
Average Daily Rate (ADR)		$ 160 (a)
Occupancy Rate (%)		75.0% (a)
Total Annual Room Revenues		5,475,000
Annual County Transient Occupancy Tax	**10.00%** (b)	**$ 547,500**

Footnotes:

(a) Estimate per Developer and DPFG ADR rate research regarding hotels located within Project area dated 7/24/2023.

(b) Transient occupancy tax rate per County of Riverside Guide to Preparing Fiscal Impact Reports.

Table 8 - Other General Fund Discretionary Revenue Calculations
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	Page Ref.	2023-24 Adopted by Boad of Supervisors (a)	County Equivalent Units (b)	Factor	Measurement (b)	Project Equivalent Units (c)	Financing Requirements
		[1]	[2]	[1]/[2]=[3]		[4]	[3]X[4]
General Fund Discretionary Revenue							
Taxes							
Prop Tax Current Secured	65	$ 325,818,829	----------		See Table 4 ----------		
Prop Tax Current Unsecured	65	13,100,000	----------		See Table 4 ----------		
Prop Tax Prior Unsecured	65	500,000	-	-	not used	-	-
Prop Tax Current Supplemental	65	3,000,000	-	-	not used	-	-
Prop Tax Prior Supplemental	65	2,450,000	-	-	not used	-	-
Sales & Use Taxes	65	49,422,241	----------		See Table 5 ----------		
Measure A-Transit	65	392,000					-
Documentary Transfer Tax	65	19,604,925	----------		See Table 4 ----------		
Transient Occupancy Tax	65	12,694,736	----------		See Table 7 ----------		
Non Comm Aircraft	65	260,501	-	-	not used	-	-
Racehorse Tax	65	6,000	-	-	not used	-	-
RDV Prty Tax, LMIH Resdul Asts	65	59,425,635	-	-	not used	-	-
Total Property Tax		$ 486,674,867		$ -			$ -
Franchises	66	$ 7,048,221	455,043	$ 15.49	per capita & 50% employee, unincorporated only	1,863	$ 28,856
Fines, Forfeitures & Penalties							
Fee-POC Transaction	66	82,499	2,978,584	$ 0.03	per capita & 50% employee, entire county	1,863	$ 52
Fine-Traffic Motor Vehicle MC	66	850,000	455,043	1.87	per capita & 50% employee, unincorporated only	1,863	3,480
Health-Safety Fees	66	1,000	-	-	not used	-	-
Fine-Traffic School	67	1,050,000	455,043	2.31	per capita & 50% employee, unincorporated only	1,863	4,299
AB 233 Realignment	67	10,200,000	-	-	not used	-	-
Other Fines	67	292,524	455,043	0.64	per capita & 50% employee, unincorporated only	1,863	1,198
Penalties & Int On Del Taxes	68	3,371,103	2,978,584	1.13	per capita & 50% employee, entire county	1,863	2,109
Penalties & Int - Del Tax	68	3,110,035	2,978,584	1.04	per capita & 50% employee, entire county	1,863	1,945
Teeter Overflow	68	$ 20,000,000	-	$ -	not used	-	$ -
Total Fines, Forfeitures & Penalties		$ 38,957,161		$ 7.02			$ 13,082
Interest							
Interest-Invested Funds	64	$ 40,043,895	----------		See Table 5 ----------		
Total Interest		$ 40,043,895		$ -			$ -
CA-Motor Vehicle In-Lieu Tax	69	$ 357,949,214	----------		See Table 6 ----------		
Miscellaneous Federal and State							
CA-Homeowners Tax Relief	70	2,334,885	-		not used		-
CA-Suppl Homeowners Tax Relief	70	42,398	-		not used		-
CA-Mandate Reimbursement	70	2,500,000	-		not used		-
Federal In Lieu Taxes	73	3,600,000	-		not used		-
In Lieu-Tax from So Cal Fair	81	$ 34,727	-		not used		-
Total Federal and State		$ 8,512,010		$ -			$ -
Tobacco Tax Settlement	82	11,537,208	-		not used		-
Miscellaneous Revenue							
Court Fees & Costs	75	421,500	2,978,584	0.14	per capita & 50% employee, entire county	1,863	264
Superior Court Fees	75	42,000	2,978,584	0.01	per capita & 50% employee, entire county	1,863	26
Cash Over-Short	81	38,307	-		not used		-
El Sobrante Land Fill	81	3,600,000	-		not used		-
Sale of Real Estate	82	2,810,010	-		not used		-
Rebates & Refunds	81	1,500	2,978,584	0.00	per capita & 50% employee, entire county	1,863	1
Total Miscellaneous Revenue		$ 6,913,317		$ 0.16			$ 291
Total General Fund Discretionary Revenue		$ 957,635,893		$ 22.67			**$ 42,229**

Footnotes:

(a) Based on County of Riverside Fiscal Year 2023-24 Recommended Budget, Volume II.

(b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.

(c) See Table 3 - Land Use Assumptions.

Table 9 - General Fund Financing Requirements Budget, Net of Revenue Sources
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	2023-24 Budget Page Ref.	Fund	2023-24 Adopted Total Expenditure (a)	2023-24 Intergovernmental	2023-24 Charges for Services	2023-24 Taxes	2023-24 Licenses and Permits	2023-24 Fines, Forfeitures & Penalties	2023-24 Miscellaneous Revenue	2023-24 Rev Fr Use of Money and Property	2023-24 Other	2023-24 Retained Earnings Contribution	2023-24 General Fund Contribution	2023-24 Marginal Increase	2023-24 Net General Fund Contribution
General Financing Requirements															
Legislative and Administrative															
Board of Supervisors	177	10000	$ 15,162,913	$ 191,500	$ 1,038,356	$ -	$ 7,048,221	$ -	$ -	$ 2,500	$ 115,370	$ -	$ 6,766,966	100%	$ 6,766,966
Assessment Appeals Board	178	10000	905,796	-	400,000	-	-	-	-	-	-	-	505,796	100%	505,796
Executive Office	179	10000	13,929,986	-	1,873,171	-	-	-	459,371	625,477	3,293,215	-	7,678,752	100%	7,678,752
Non-EO Operations	185	10000	16,115,585	7,071,106	-	8,357,934	-	-	418,214	3,952,033	12,375,675	-	(16,059,377)	100%	(16,059,377)
Augmentation	186	10000	20,000,000	-	-	-	-	-	-	-	-	-	20,000,000	100%	20,000,000
EO-Approp for Contingency - General	204	10000	20,000,000	-	-	-	-	-	-	-	-	-	20,000,000	100%	20,000,000
Riverside County Executive Office	206	10000	7,734,940	-	-	-	-	-	-	7,734,940	-	-	-	100%	-
TLMA-Supervisorial Dist No. 4	305	22400	2,014,510	6,403	-	893,074	-	-	104,918	17,719	-	992,396	-	100%	-
EO-Solar Program	195	22840	2,668,432	-	1,824,435	-	843,997	-	-	-	-	-	-	100%	-
Total Legislative and Administrative			$ 98,532,162	$ 7,269,009	$ 5,135,962	$ 9,251,008	$ 7,892,218	$ -	$ 982,503	$ 12,332,669	$ 15,784,260	$ 992,396	$ 38,892,137		$ 38,892,137
Finance															
Assessor	225	10000	$ 31,737,095	$ -	$ 17,574,653	$ -	$ -	$ 1	$ 145,936	$ -	$ -	$ -	$ 14,016,505	50%	$ 7,008,253
Auditor-Controller	228	10000	9,311,330	366,579,497	5,652,144	453,477,206	-	-	163,716,646	-	-	-	(980,114,163)	0%	-
ACO-Internal Audits	229	10000	2,127,133	50,000	-	-	-	-	-	-	-	-	2,077,133	50%	1,038,567
ACO-County Payroll	230	10000	1,221,285	-	1,221,285	-	-	-	-	-	-	-	-	50%	-
ACO-COWCAP Reimbursement	231	10000	(23,056,390)	-	5,669,964	-	-	-	-	-	-	-	(28,726,354)	50%	(14,363,177)
Treasurer-Tax Collector	233	10000	18,620,463	-	13,638,634	13,200,736	-	7,303,183	863,132	40,000,000	-	-	(56,385,222)	50%	(28,192,611)
Purchasing	353	10000	5,060,908	-	2,660,838	-	-	-	180,000	-	-	-	2,220,070	50%	1,110,035
ACR-Crest	227	33600	8,724,930	-	2,997,131	-	-	-	-	69,784	4,000,000	1,658,015	-	0%	-
Total Finance			$ 53,746,754	$ 366,629,497	$ 49,414,649	$ 466,677,942	$ -	$ 7,303,184	$ 164,905,714	$ 40,069,784	$ 4,000,000	$ 1,658,015	$ (1,046,912,031)		$ (33,398,934)
Counsel															
County Counsel	234	10000	$ 5,658,888	$ 8,000	$ 4,741,222	$ -	$ -	$ -	$ 81,660	$ -	$ -	$ -	$ 828,006	50%	$ 414,003
Total Counsel			$ 5,658,888	$ 8,000	$ 4,741,222	$ -	$ -	$ -	$ 81,660	$ -	$ -	$ -	$ 828,006		$ 414,003
Personnel															
Human Resources	221	10000	$ 28,117,125	$ -	$ 23,077,125	$ -	$ -	$ -	$ 5,040,000	$ -	$ -	$ -	$ -	0%	$ -
HR-Temporary Assignment Program	223	10000	-	-	-	-	-	-	-	-	-	-	-	0%	-
HR-Air Quality Division	222	22000	438,651	-	401,651	-	37,000	-	-	-	-	-	-	0%	-
Total Personnel			$ 28,555,776	$ -	$ 23,478,776	$ -	$ 37,000	$ -	$ 5,040,000	$ -	$ -	$ -	$ -		$ -
Elections															
Registrar of Voters	235	10000	$ 14,323,238	$ 780,375	$ 1,402,150	$ -	$ -	$ -	$ 20,000	$ -	$ -	$ -	$ 12,120,713	50%	$ 6,060,357
Total Elections			$ 14,323,238	$ 780,375	$ 1,402,150	$ -	$ -	$ -	$ 20,000	$ -	$ -	$ -	$ 12,120,713		$ 6,060,357
Communication															
RCIT-RIVCOTV (PEG)	354	22750	$ 500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -	NA	$ -
Total Communication			$ 500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -		$ -
Property Management															
EO-Court Facilities	193	10000	$ 8,240,801	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,240,801	50%	$ 4,120,401
FM-Administration	345	10000	4,792,007	-	4,792,007	-	-	-	-	-	-	-	-	50%	-
FM-Project Management Office	346	10000	7,556,126	-	7,551,126	-	-	-	5,000	-	-	-	-	50%	-

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FM-Energy	347	10000	19,373,487	-	11,227,863	-	-	-	665,191	-	100,000	-	7,380,433	50%	3,690,217
FM-Department Pass Thru	349	10000	82,474,760	1,530,930	80,943,827	-	-	-	1	1	1	-	-	50%	-
EO-Mobile Homes	220	11065	29,600	-	29,600	-	-	-	-	-	-	-	-	50%	-
Total Property Management			$ 122,466,781	$ 1,530,930	$ 104,544,423	$ -	$ -	$ -	$ 670,192	$ 1	$ 100,001	$ -	$ 15,621,234		$ 7,810,617
Plant Acquisition															
EO-Court Reporting Tancsripts	197	10000	$ 983,368	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 983,368	NA	$ -
TLMA-Aviation-Capital	241	22350	5,078,480	4,495,898.00	-	-	-	-	-	8,512.00	260,791	313,279	-	NA	-
EO-Tobacco Settlement	200	30120	426,000	-	-	-	-	-	-	426,000.00	-	-	-	NA	-
Fire Protection-Const and Land Acq-Fire	263	30300	4,827,630	-	-	-	-	-	-	-	-	4,827,630	-	NA	-
EO-Cap Imp Prg-Capital Projects	196	30700	31,201,868	-	-	-	-	-	-	251,641.00	306,000	30,644,227	-	NA	-
Total Plant Acquisition			$ 42,517,346	$ 4,495,898	$ -	$ -	$ -	$ -	$ -	$ 686,153	$ 566,791	$ 35,785,136	$ 983,368		$ -
Promotion															
ED-Agency Administration	236	21100	$ 4,182,549	$ -	$ 3,639,640	$ -	$ -	$ -	$ 174,521	$ 173,816	$ -	$ 194,572	$ -	NA	$ -
ED-Single Family Revenue Bond	237	21100	629,016	-	-	-	-	-	629,016	-	-	-	-	NA	-
ED-Business Services	240	21100	22,163,599	9,894,209	352,837	-	-	-	98,000	-	11,486,116	332,437	-	NA	-
FM-Desert Expo Center	352	22200	-	-	-	-	-	-	-	-	-	-	-	NA	-
Total Promotion			$ 26,975,164	$ 9,894,209	$ 3,992,477	$ -	$ -	$ -	$ 901,537	$ 173,816	$ 11,486,116	$ 527,009	$ -		$ -
Other General															
EO-Contribution To Other Funds	181	10000	$ 66,602,594	$ -	$ -	$ -	$ -	$ -	$ 11,537,208	$ -	$ -	$ -	$ 55,065,386	NA	$ -
EO Subfund Operations	192	10000	3,058,405	-	-	-	202,000	20,000,000	-	41,395	2,815,010	-	(20,000,000)	NA	-
EO-Court Sub-Fund Budget	182	11050	6,104,980	-	-	-	-	5,465,302	-	-	639,678	-	-	NA	-
EO-Tax Loss Reserve Fund	219	11060	3,110,035	-	-	-	-	3,110,035	-	-	-	-	-	NA	-
EO-OPEB	215	11121	-	-	-	-	-	-	-	-	-	-	-	NA	-
EO-Countywide Oversight Board Reimb Fund	218	11186	199,231	-	199,231	-	-	-	-	-	-	-	-	NA	-
Surveyor	304	20260	7,958,739	-	7,346,424	-	-	-	-	33,630	275	578,410	-	NA	-
RCIT Geographical Info Systems	355	22570	2,414,533	-	2,399,533	-	-	-	15,000	-	-	-	-	NA	-
EO-Mitigation Project Operation	189	30500	26,000	-	-	-	-	-	-	-	-	26,000	-	NA	-
Eo-Develop Impact Fee Op Org	191	30500	24,132,000	-	22,332,000	-	-	-	-	1,800,000	-	-	-	NA	-
Total Other General			$ 113,606,517	$ -	$ 32,277,188	$ -	$ 202,000	$ 28,575,337	$ 11,552,208	$ 1,875,025	$ 3,454,963	$ 604,410	$ 35,065,386		$ -
Total General Financing Requirements			**$ 506,882,626**	**$ 390,607,918**	**$ 224,986,847**	**$ 475,928,950**	**$ 8,631,218**	**$ 35,878,521**	**$ 184,153,814**	**$ 55,137,448**	**$ 35,392,131**	**$ 39,566,966**	**$ (943,401,187)**		**$ 19,778,180**
Public Protection															
Judicial															
EO-Contrib To Trial Court Funding	180	10000	$ 26,495,758	$ -	$ 42,000.0	$ -	$ -	$ 12,288,499.0	$ 61.0	$ -	$ -	$ -	$ 14,165,198	25%	$ 3,541,300
EO-Confidential Court Orders	187	10000	517,224	-	-	-	-	-	-	-	-	-	517,224	25%	129,306
EO-Grand Jury Admin	198	10000	580,708	-	-	-	-	-	-	-	-	-	580,708	25%	145,177
EO-Indigent Defense	205	10000	14,699,720	1,168,090	10,000	-	-	-	-	-	-	-	13,521,630	25%	3,380,408
County Clerk - Recorder	226	10000	30,750,269	-	20,864,761	19,604,925	-	-	15,170	27,612	-	-	(9,762,199)	25%	(2,440,550)
District Attorney	244	10000	188,269,224	68,011,872	16,332,276	-	-	4,633,500	1,316,800	-	-	-	97,974,776	25%	24,493,694

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District Attorney Forensic	245	10000	300,000	-	-	-	-	300,000	-	-	-	-	-	25%	-
Department of Child Support Services	246	10000	56,047,963	55,729,831	-	-	-	-	311,132	7,000	-	-	-	25%	-
Public Defender	247	10000	58,795,962	11,922,652	1,506,742	-	-	-	-	-	-	-	45,366,568	25%	11,341,642
EO-Dispute Resolution	217	11149	421,500	-	421,500	-	-	-	-	-	-	-	-	100%	-
Total Judicial			$ 376,878,328	$ 136,832,445	$ 39,177,279	$ 19,604,925	$ -	$ 17,221,999	$ 1,643,163	$ 34,612	$ -	$ -	$ 162,363,905		$ 40,590,976
Police Protection															
Sheriff Administration	248	10000	$ 23,571,704	$ 1,291,368	$ 1,980,902	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ 19,099,434	50%	$ 9,549,717
Sheriff Support	249	10000	60,220,320	22,616,358	21,271,244	-	5,032	-	140,000	-	700,000	-	15,487,686	100%	15,487,686
Sheriff Patrol	250	10000	491,772,666	101,701,705	248,395,555	-	28,895	3,020,579	295,721	-	1,409,724	-	136,920,487	100%	136,920,487
Sheriff Court Services	252	10000	39,309,449	22,864,674	4,051,377	-	-	-	32,917	1,267	-	-	12,359,214	100%	12,359,214
Sheriff-CAC Security	253	10000	1,031,837	94,494	-	-	-	-	-	-	-	-	937,343	100%	937,343
Sheriff-Ben Clark Training Center	254	10000	33,194,344	5,700,568	2,537,328	-	-	-	780,000	660,655	-	-	23,515,793	100%	23,515,793
Sheriff-Public Administrator	256	10000	2,883,572	93,260	614,206	-	-	-	5,640	5,088	-	-	2,165,378	100%	2,165,378
EO-Parimutuel In-Lieu Tax	216	11131	34,727	34,727	-	-	-	-	-	-	-	-	-	100%	-
Sheriff Cal-Id	257	22250	5,157,422	-	6,424,796	-	-	-	-	1,800	396,717	(1,665,891)	-	100%	-
Sheriff Cal-DNA	258	22250	241,583	-	241,263	-	-	-	-	320	-	-	-	100%	-
Total Police Protection			$ 657,417,624	$ 154,397,154	$ 285,516,671		$ 1,233,927	$ 3,020,579	$ 1,254,278	$ 669,130	$ 2,506,441	$ (1,665,891)	$ 210,485,335		$ 200,935,618
Detention and Correction															
Sheriff Correction	251	10000	$ 325,132,424	$ 124,291,165	$ 3,925,987	$ -	$ -	$ -	$ 3,217,200	$ 378,908	$ -	$ -	$ 193,319,164	100%	$ 193,319,164
Probation-Juvenile Hall	259	10000	62,444,193	51,234,946	-	-	-	-	-	-	-	-	11,209,247	50%	5,604,624
Probation	260	10000	88,664,460	66,016,059	2,931,029	-	-	-	-	-	-	-	19,717,372	50%	9,858,686
Probation-Administration and Support	262	10000	23,060,905	12,007,585	543,103	-	-	-	-	-	-	-	10,510,217	50%	5,255,109
RUHS-MH-Public Guardian	312	10000	9,229,508	3,996,720	660,480	-	-	-	-	-	-	-	4,572,308	50%	2,286,154
Total Detention and Correction			$ 508,531,490	$ 257,546,475	$ 8,060,599	$ -	$ -	$ -	$ 3,217,200	$ 378,908	$ -	$ -	$ 239,328,308		$ 216,323,736
Fire Protection															
Fire Protection	264	10000	$ 48,599,447	$ 27,572,360	$ 95,550,660	$ -	$ -	$ -	$ 400,000	$ 1,009,000	$ 1,338,984	$ -	$ (77,271,557)	100%	$ (77,271,557)
Fire Protection Inventory	265	10000	5,222,900	-	-	-	-	-	-	-	-	-	5,222,900	NA	-
Fire Protection-Battalion 01	266	10000	82,222	-	-	-	-	-	-	-	-	-	82,222	NA	-
Fire Protection-Battalion 02	267	10000	21,830	-	-	-	-	-	-	-	-	-	21,830	NA	-
Fire Protection-Battalion 03	268	10000	28,804	-	-	-	-	-	-	-	-	-	28,804	NA	-
Fire Protection-Battalion 04	269	10000	28,718	-	-	-	-	-	-	-	-	-	28,718	NA	-
Fire Protection-Battalion 05	270	10000	32,961	-	-	-	-	-	-	-	-	-	32,961	NA	-
Fire Protection-Battalion 06	271	10000	24,006	-	-	-	-	-	-	-	-	-	24,006	NA	-
Fire Protection-Battalion 07	272	10000	10,700	-	-	-	-	-	-	-	-	-	10,700	NA	-
Fire Protection-Battalion 08	273	10000	18,311	-	-	-	-	-	-	-	-	-	18,311	NA	-
Fire Protection-Battalion 09	274	10000	12,700	-	-	-	-	-	-	-	-	-	12,700	NA	-
Fire Protection-Battalion 10	275	10000	11,700	-	-	-	-	-	-	-	-	-	11,700	NA	-
Fire Protection-Battalion 11	276	10000	61,763	-	-	-	-	-	-	-	-	-	61,763	NA	-
Fire Protection-Battalion 12	277	10000	12,700	-	-	-	-	-	-	-	-	-	12,700	NA	-
Fire Protection-Battalion 13	278	10000	11,700	-	-	-	-	-	-	-	-	-	11,700	NA	-
Fire Protection-Battalion 14	279	10000	36,252	-	-	-	-	-	-	-	-	-	36,252	NA	-
Fire Protection-Battalion 15	280	10000	23,700	-	-	-	-	-	-	-	-	-	23,700	NA	-
Fire Protection-Emergenct Command Center	281	10000	1,241,251	-	-	-	-	-	-	-	-	-	1,241,251	NA	-
Fire Protection-Office of the Fire Marshal	282	10000	1,708,573	-	-	-	-	-	-	-	-	-	1,708,573	NA	-
Fire Protection-EMS Adminstration Bureau	283	10000	1,979,738	-	-	-	-	-	-	-	-	-	1,979,738	NA	-
Fire Protection-Hazmat Bureau Services	284	10000	190,000	-	-	-	-	-	-	-	-	-	190,000	NA	-
Fire Protection-Communications / IT Services	285	10000	7,132,695	-	-	-	-	-	-	-	-	-	7,132,695	NA	-

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Fire Protection-Health and Safety Bureau	286	10000	138,655	-	-	-	-	-	-	-	-	-	138,655	NA	-
Fire Protection-Adminstration	287	10000	126,608,573	-	-	-	-	-	125,000	-	-	-	126,483,573	50%	63,241,787
Fire Protection-Public Information Office	288	10000	184,040	-	-	-	-	-	-	-	-	-	184,040	50%	92,020
Fire Protection-Facility Maintenance Bureau	289	10000	2,654,404	-	-	-	-	-	-	-	-	-	2,654,404	NA	-
Fire Protection-Volunteer Administration Bureau	290	10000	159,216	-	-	-	-	-	-	-	-	-	159,216	NA	-
Fire Protection-Fire Prevention Bureau	291	10000	211,268	-	-	-	-	-	-	-	-	-	211,268	NA	-
Fire Protection-Fleet Administration	292	10000	8,811,679	-	-	-	-	-	-	-	-	-	8,811,679	NA	-
Fire Protection-Training Bureau	293	10000	1,722,450	-	-	-	-	-	-	-	-	-	1,722,450	NA	-
Fire Protection-Technical Rescue	294	10000	160,000	-	-	-	-	-	-	-	-	-	160,000	NA	-
Fire Protection-Contract Svc	296	10000	155,633,755	-	155,633,755	-	-	-	-	-	-	-	-	NA	-
Fire Protection-Non Forest	295	21000	89,705,437	441,918	-	68,562,850	-	-	20,700,669	-	-	-	-	NA	-
Total Fire Protection			$ 452,482,148	$ 28,014,278	$ 251,184,415	$ 68,562,850	$ -	$ -	$ 21,225,669	$ 1,009,000	$ 1,338,984	$ -	$ 81,146,952		$ (13,937,751)
Protection/Inspection															
Agricultural Commissioner	297	10000	$ 8,384,195	$ 4,648,262	$ 2,729,260	$ -	$ 34,000	$ 68,216	$ -	$ -	$ -	$ -	$ 904,457	50%	$ 452,229
Building Safety	301	20250	11,800,997	-	6,504,263	-	5,232,585	-	(25,000)	-	-	89,149	-	50%	-
Agg Comm-Range Improvement	298	22500	2,578	-	-	-	-	-	-	-	-	2,578	-	NA	-
Total Protection/Inspection			$ 20,187,770	$ 4,648,262	$ 9,233,523	$ -	$ 5,266,585	$ 68,216	$ (25,000)	$ -	$ -	$ 91,727	$ 904,457		$ 452,229
Other Protection															
Emergency Management Department	243	10000	24,779,707	15,396,725	4,712,769	-	-	-	4,670,213	-	-	-	-	0%	-
Sheriff Coroner	255	10000	16,418,634	6,254,581	854,511	-	-	-	22,118	13,340	-	-	9,274,084	100%	9,274,084
Planning	302	10000	9,637,146	170,000	5,078,614	-	44,400	-	330,500	-	-	-	4,013,632	50%	2,006,816
Code Enforcement	311	10000	14,552,256	1,240,000	1,796,057	-	890,880	1,276,718	576,045	10,000	755,000	-	8,007,556	NA	-
Animal Control Services	322	10000	27,713,167	-	11,652,910	-	824,000	-	180,251	-	-	-	15,056,006	NA	-
DAS Administration	323	10000	-	-	-	-	-	-	-	-	-	-	-	100%	-
DAS - Programs	324	10000	-	-	-	-	-	-	-	-	-	-	-	100%	-
ACO-Prop 172 Public Safety Revenue	232	11038	2,051,984	-	-	-	-	-	-	-	-	2,051,984	-	100%	-
EO-Cmty Recidivism Red Grant Prog	201	21410	-	-	-	-	-	-	-	-	-	-	-	0%	-
Eo Covide19 ARP	203	21735	34,380,176	34,380,176	-	-	-	-	-	-	-	-	-	0%	-
EO-WC-MSHCP	190	22450	5,669,672	-	5,640,672	-	-	-	-	29,000	-	-	-	N/A	-
EO-DNA Identificaiton County	209	22820	580,000	-	-	-	-	580,000	-	-	-	-	-	0%	-
EO-Natl Pollutant Dschrg Elim Sys - Casa Blanca Oj	199	22850	493,835	31,500	-	-	-	-	-	-	-	462,335	-	0%	-
Total Other Protection			$ 136,276,577	$ 57,472,982	$ 29,735,533	$ -	$ 1,759,280	$ 1,856,718	$ 5,779,127	$ 52,340	$ 755,000	$ 2,514,319	$ 36,351,278		$ 11,280,900
Total Public Protection			**$ 2,151,773,937**	**$ 638,911,596**	**$ 622,908,020**	**$ 88,167,775**	**$ 8,259,792**	**$ 22,167,512**	**$ 33,094,437**	**$ 2,143,990**	**$ 4,600,425**	**$ 940,155**	**$ 730,580,235**		**$ 455,645,708**
Public Ways & Facilities															
Roads															
Transportation	303	20000	$ 59,160,640	$ 44,701,800	$ 11,010,665	$ -	$ 113,200	$ 19,100	$ (1,125)	$ 584,800	$ 50,000	$ 2,682,200	$ -	NA	$ -
Transportation Construction Projects	306	20000	218,836,933	145,367,759	44,361,833	13,116,463	-	-	11,659,409	1,391,861	8,523,278	(5,583,670)	-	NA	-
Transportation Equipment	307	20000	4,476,254	1,500,000	758,592	-	-	-	46,151	59,517	166,100	1,945,894	-	NA	-
TLMA Adminstrative Services	299	20200	10,339,031	-	8,894,533	-	-	-	2,200	4,245	-	1,438,053	-	NA	-
Consolidated Counter Services	300	20200	6,247,578	-	4,782,364	-	-	-	50	-	-	1,465,164	-	NA	-
TLMA - Landscape Maintenance District	309	20300	2,015,918	-	1,134,938	-	-	-	709,393	9,200	-	162,387	-	NA	-
Community and Business Services	310	20600	4,037,117	-	3,734,640	-	319,500	-	-	11,900	-	(28,923)	-	NA	-
CFD Assessment Dist Admin	224	22050	580,000	-	321,000	-	-	-	4,000	3,000	252,000	-	-	NA	-
TLMA ALUC	308	22650	669,105	20,000	285,826	-	-	-	-	-	264,307	98,972	-	NA	-
Total Roads			$ 306,362,576	$ 191,589,559	$ 75,284,391	$ 13,116,463	$ 432,700	$ 19,100	$ 12,420,078	$ 2,064,523	$ 9,255,685	$ 2,180,077	$ -		$ -
Parking Facilities															
FM-Parking	348	10000	$ 2,246,219	$ -	$ 109,623	$ -	$ -	$ 77,024	$ 28,890	$ 1,335,391	$ -	$ -	$ 695,291	50%	$ 347,646
Total Parking Facilities			$ 2,246,219	$ -	$ 109,623	$ -	$ -	$ 77,024	$ 28,890	$ 1,335,391	$ -	$ -	$ 695,291		$ 347,646
Total Public Ways and Facilities			**$ 308,608,795**	**$ 191,589,559**	**$ 75,394,014**	**$ 13,116,463**	**$ 432,700**	**$ 96,124**	**$ 12,448,968**	**$ 3,399,914**	**$ 9,255,685**	**$ 2,180,077**	**$ 695,291**		**$ 347,646**
Health and Sanitation															
Public Health															
EO-County Contrib To Hlth and MH	183	10000	$ 37,785,656	$ 28,906,889	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	8,878,767	100%	$ 8,878,767
Public Health	317	10000	181,517,074	169,438,331	3,646,752	-	-	-	1,616,457	-	-	-	6,815,534	100%	6,815,534
California Childrens Services	318	10000	44,097,881	27,935,671	-	-	-	-	7,617,115	-	-	-	8,545,095	50%	4,272,548
Environmental Health	319	10000	8,982,384	-	-	-	-	-	-	-	-	-	8,982,384	100%	8,982,384
Environmental Resource Management	320	10000	13,834,451	-	7,461,279	-	10,164,669	-	34,224	-	-	-	(3,825,721)	100%	(3,825,721)
District Environmental Services	321	10000	12,615,172	-	14,631,903	-	2,078,554	-	1,061,378	-	-	-	(5,156,663)	100%	(5,156,663)
RUHS-Med Indigent Services Program	325	10000	8,090,270	6,131,449	161,976	-	-	-	-	-	-	-	1,796,845	100%	1,796,845
RUHS-Correctional Health Systems	326	10000	61,170,948	10,500,000	-	-	-	-	-	-	-	-	50,670,948	100%	50,670,948
EO-AB2766 Sher Bill - Air Quality	207	22300	591,038	500,000	-	-	-	90,000	-	1,038	-	-	-	100%	-
EO-Casa Blanca Clinic Operations	211	22850	285,710	-	-	-	-	-	285,110	600	-	-	-	100%	-

Table 9 - General Fund Financing Requirements Budget, Net of Revenue Sources
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	2023-24 Budget Page Ref.	Fund	2023-24 Adopted Total Expenditure (a)	2023-24 Intergovernmental	2023-24 Charges for Services	2023-24 Taxes	2023-24 Licenses and Permits	2023-24 Fines, Forfeitures & Penalties	2023-24 Miscellaneous Revenue	2023-24 Rev Fr Use of Money and Property	2023-24 Other	2023-24 Retained Earnings Contribution	2023-24 General Fund Contribution	2023-24 Marginal Increase	2023-24 Net General Fund Contribution
Total Health			$ 368,970,584	$ 243,412,340	$ 25,901,910	$ -	$ 12,243,223	$ 90,000	$ 10,614,284	$ 1,638	$ -	$ -	$ 76,707,189		$ 72,434,642
Mental Health															
RUHS-Mental Health Treatment	313	10000	$ 593,034,060	$ 555,389,065	$ 29,726,925	$ 392,000	$ -	$ -	$ 289,104	$ 2,642,645	$ -	$ -	$ 4,594,321	25%	$ 1,148,580
RUHS-MH-Detention	314	10000	34,303,479	20,484,970	383,591	-	-	-	-	-	-	-	13,434,918	25%	3,358,730
RUHS-MH-Adminstration	315	10000	19,331,269	17,774,269	1,500,000	-	-	-	-	57,000	-	-	-	25%	-
Total Mental Health			$ 646,668,808	$ 593,648,304	$ 31,610,516	$ 392,000	$ -	$ -	$ 289,104	$ 2,699,645	$ -	$ -	$ 18,029,239		$ 4,507,310
Drug and Alcohol Abuse Services															
RUHS-MH-Mental Health Substance Abuse	316	10000	$ 123,158,707	$ 119,778,244	$ 1,530,463	$ -	$ -	$ 1,850,000	$ -	$ -	$ -	$ -	$ -	NA	$ -
Total Sanitation			$ 123,158,707	$ 119,778,244	$ 1,530,463	$ -	$ -	$ 1,850,000	$ -	$ -	$ -	$ -	$ -		$ -
Total Health and Sanitation			**$ 1,138,798,099**	**$ 956,838,888**	**$ 59,042,889**	**$ 392,000**	**$ 12,243,223**	**$ 1,940,000**	**$ 10,903,388**	**$ 2,701,283**	**$ -**	**$ -**	**$ 94,736,428**		**$ 76,941,951**

Table 9 - General Fund Financing Requirements Budget, Net of Revenue Sources
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	2023-24 Budget Page Ref.	Fund	2023-24 Adopted Total Expenditure (a)	2023-24 Intergovernmental	2023-24 Charges for Services	2023-24 Taxes	2023-24 Licenses and Permits	2023-24 Fines, Forfeitures & Penalties	2023-24 Miscellaneous Revenue	2023-24 Rev Fr Use of Money and Property	2023-24 Other	2023-24 Retained Earnings Contribution	2023-24 General Fund Contribution	2023-24 Marginal Increase	2023-24 Net General Fund Contribution
Public Assistance															
Welfare															
Administration DPSS	327	10000	$ 815,859,304	$ 767,310,277	$ 300,636	$ -	$ -	$ -	$ 2,901,244	$ -	$ -	$ -	$ 45,347,147	0%	$ -
DPSS-Mandated Client Services	328	10000	170,228,705	137,539,073	-	-	-	-	-	-	-	-	32,689,632	0%	-
DPSS-Categorical Aid	329	10000	504,726,676	495,405,897	-	-	-	-	1,096,570	-	-	-	8,224,209	0%	-
DPSS-Other Aid	330	10000	19,984,930	750,344	-	-	346,593	353,407	-	-	-	-	18,534,586	0%	-
Local Initiatve Admin DCA	337	21050	2,988,401	2,908,665	55,755	-	-	-	-	-	23,981	-	-	0%	-
HWS-DCA-Local Initiative Program	338	21050	8,579,602	8,457,213	27,878	-	-	-	60,000	-	34,511	-	-	0%	-
HWS-DCA-Other Program	339	21050	496,727	276,727	-	-	-	-	40,000	-	180,000	-	-	0%	-
HWS-Home Investment Partnership Act	340	21250	3,805,480	2,474,421	901,579	-	-	-	429,480	-	-	-	-	0%	-
Continuum of Care CFDA 14.267	334	21300	12,542,874	12,542,874	-	-	-	-	-	-	-	-	-	0%	-
Continuum of Care	335	21300	59,553,013	57,122,447	347,809	-	-	-	-	-	2,082,757	-	-	0%	-
HWS-Rental Relief Program	342	21330	24,341,986	24,341,986		-	-	-	-	-	-	-	-	0%	-
HWS-HUD-CDBG Home Grants	341	21350	21,573,746	20,782,538	491,490	-	-	-	299,718	-	-	-	-	0%	-
Workforce Development	336	21550	28,964,168	25,130,675	444,771	-	-	-	78,895	809,827	2,500,000	-	-	25%	-
Housing Workforce Solutions	333	21560	3,624,558	-	3,374,558	-	-	-	-	-	250,000	-	-	25%	-
Total Welfare			$ 1,677,270,170	$ 1,555,043,137	$ 5,944,476	$ -	$ 346,593	$ 353,407	$ 4,905,907	$ 809,827	$ 5,071,249	$ -	$ 104,795,574		$ -
Care of Court Wards															
Probation-Court Placement Care	261	10000	360,500	-	-	-	-	-	-	-	-	-	360,500	100%	360,500
Total Care of Court Wards			$ 360,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 360,500		$ 360,500
Veteran's Services															
Veteran Services	332	10000	$ 3,130,860	$ 891,586	$ 58,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,181,274	100%	$ 2,181,274
Total Veteran's Services			$ 3,130,860	$ 891,586	$ 58,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,181,274		$ 2,181,274
Social Services															
PLHA-HWS	343	21340	$ 49,169,986	$ 49,169,986	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	NA	$ -
HHW Home Grant Program	238	21350	-	-	-	-	-	-	-	-	-	-	-	NA	-
Office of Aging	331	21450	32,245,318	27,302,995	2,797,245	-	-	-	212,280	-	1,932,798	-	-	NA	-
Total Social Services			$ 81,415,304	$ 76,472,981	$ 2,797,245	$ -	$ -	$ -	$ 212,280	$ -	$ 1,932,798	$ -	$ -		$ -
General Relief															
EO-Cares Act Coronovirus Relief	202	21730	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	NA	$ -
Total General Relief			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
Public Assistance - Other															
EO-Health and Juvenile Services	208	22430	$ 1,677,800	$ -	$ -	$ -	$ -	$ -	$ 1,676,600	$ 1,200	$ -	$ -	$ -	N/A	$ -
EO-Cabazon CRA Infrastructure	212	30360	-	-	-	-	-	-	-	-	458,883	(458,883)	-	N/A	-
EO-Wine Country Infrastructure	210	30370	-	-	-	-	-	-	-	-	351,412	(351,412)	-	N/A	-
EO-Mead Valley Infrastructure	213	30380	248,000	-	-	-	-	-	-	-	352,735	(104,735)	-	N/A	-
EO-RDA Capital Improvements	214	31540	30,000,597	-	-	-	-	-	40,826,130	-	-	(10,825,533)	-	N/A	-
Total Public Assistance - Other			$ 31,926,397	$ -	$ -	$ -	$ -	$ -	$ 42,502,730	$ 1,200	$ 1,163,030	$ (11,740,563)	$ -		$ -
Total Public Assistance			**$ 1,794,103,231**	**$ 1,632,407,704**	**$ 8,799,721**	**$ -**	**$ 346,593**	**$ 353,407**	**$ 47,620,917**	**$ 811,027**	**$ 8,167,077**	**$ (11,740,563)**	**$ 107,337,348**		**$ 2,541,774**
Education															
Library Services															
RivCo/County Free Library	239	21200	$ 46,858,367	$ 2,586,042	$ 6,613,839	$ 22,733,068	$ -	$ 50,000	$ 9,454,208	$ 48,514	$ -	$ 5,372,696	$ -	NA	$ -
Total Library Services			$ 46,858,367	$ 2,586,042	$ 6,613,839	$ 22,733,068	$ -	$ 50,000	$ 9,454,208	$ 48,514	$ -	$ 5,372,696	$ -		$ -
Agricultural Education															
Cooperative Extension	344	10000	$ 785,784	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 785,784	100%	$ 785,784
Total Agricultural Education			$ 785,784	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 785,784		$ 785,784
Total Recreation & Cultural Services			**$ 47,644,151**	**$ 2,586,042**	**$ 6,613,839**	**$ 22,733,068**	**$ -**	**$ 50,000**	**$ 9,454,208**	**$ 48,514**	**$ -**	**$ 5,372,696**	**$ 785,784**		**$ 785,784**
Recreation & Cultural Services															

Table 9 - General Fund Financing Requirements Budget, Net of Revenue Sources
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	2023-24 Budget Page Ref.	Fund	2023-24 Adopted Total Expenditure (a)	2023-24 Intergovernmental	2023-24 Charges for Services	2023-24 Taxes	2023-24 Licenses and Permits	2023-24 Fines, Forfeitures & Penalties	2023-24 Miscellaneous Revenue	2023-24 Rev Fr Use of Money and Property	2023-24 Other	2023-24 Retained Earnings Contribution	2023-24 General Fund Contribution	2023-24 Marginal Increase	2023-24 Net General Fund Contribution
Recreation Facilities															
FM-Community and Rec. Centers	351	10000	$ 4,973,169	$ 3,485	$ -	$ 419,040	$ -	$ -	$ 17,148	$ 1,186,959	$ 179,315	$ -	$ 3,167,222	50%	$ 1,583,611
REG Parks-Park Acq and Dev, District	359	25400	10,000,000	10,000,000	-	-	-	-	-	-	-	-	-	50%	-
FM-Lakeland Village Rec. Ctrs	350	21830	-	-	-	-	-	-	-	-	-	-	-	50%	-
Total Recreation Facilities			$ 14,973,169	$ 10,003,485	$ -	$ 419,040	$ -	$ -	$ 17,148	$ 1,186,959	$ 179,315	$ -	$ 3,167,222		$ 1,583,611
Recreation & Cultural Services															
ED-RivCo / Edward Dean Museum	242	10000	$ 3,592,486	$ 3,050,000	$ 160,925	$ -	$ -	$ -	$ 31,462	$ 240,099	$ 110,000	$ -	$ -	100%	$ -
Total Recreation & Cultural Services			$ 3,592,486	$ 3,050,000	$ 160,925	$ -	$ -	$ -	$ 31,462	$ 240,099	$ 110,000	$ -	$ -		$ -
Total Recreation & Cultural Services			**$ 18,565,655**	**$ 13,053,485**	**$ 160,925**	**$ 419,040**	**$ -**	**$ -**	**$ 48,610**	**$ 1,427,058**	**$ 289,315**	**$ -**	**$ 3,167,222**		**$ 1,583,611**
Debt Service															
Interest Payment on Long-Term Debt															
EO-Interest on Trans and Teeter	184	10000	$ 20,005,000	$ -	$ -	$ -	$ -	$ -	$ 6,532,189	$ -	$ 13,472,811	$ -	$ -	NA	$ -
Riv Co Infrastructure Fin Auth	358	33800	42,301,212	-	20,312,476	-	-	-	3,207,435	-	18,781,301	-	-	NA	-
Total Interest Payment on Long-Term Debt			$ 62,306,212	$ -	$ 20,312,476	$ -	$ -	$ -	$ 9,739,624	$ -	$ 32,254,112	$ -	$ -		$ -
Principle Payment on Long-Term Debt															
CORAL-General Government	356	31095	$ 21,787,381	$ -	$ 469,400	$ -	$ -	$ -	$ 21,317,981	$ -	$ -	$ -	$ -	0%	$ -
Riv Co Public Financing Authority	357	32910	5,126,073	-	1,845,000	-	-	-	-	861,073	2,420,000	-	-	0%	-
EO-Pension Obligation Bonds	194	35000	105,298,456	-	105,298,456	-	-	-	-	-	-	-	-	0%	-
EO-Teeter Debt Service	188	37050	3,475,035	-	-	-	-	-	-	110,000	3,110,035	255,000	-	0%	-
Total Principal Payment on Long-Term Debt			$ 135,686,945	$ -	$ 107,612,856	$ -	$ -	$ -	$ 21,317,981	$ 971,073	$ 5,530,035	$ 255,000	$ -		$ -
Total Debt Service			**$ 197,993,157**	**$ -**	**$ 127,925,332**	**$ -**	**$ -**	**$ -**	**$ 31,057,605**	**$ 971,073**	**$ 37,784,147**	**$ 255,000**	**$ -**		**$ -**
Total Financing Requirements			**$ 6,164,369,651**	**$ 3,825,995,192**	**$ 1,125,831,587**	**$ 600,757,296**	**$ 29,913,526**	**$ 60,485,564**	**$ 328,781,947**	**$ 66,640,307**	**$ 95,488,780**	**$ 36,574,331**	**$ (6,098,879)**		**$ 557,624,654**

(a) Per the County of Riverside Fiscal Year 2023-24 Recommended Budget, Volume II.

Table 10 - General Fund Financing Requirements Calculations
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Description	Table Ref.	Budget FY 2022/23 (a)	Net Amount (b)	County Equivalent Units (c)	Factor	Measurement (c) (e)	Project Equivalent Units (d)	Financing Requirements
			[1]	[2]	[1]/[2]=[3]		[4]	[3]X[4]
General Financing Requirements								
Legislative and Administrative	Table 9	$ 98,532,162	$ 38,892,137	2,978,584	$ 13.06	per capita & 50% employee, entire county	1,863	$ 24,326
Finance	Table 9	53,746,754	(33,398,934)	2,978,584	(11.21)	per capita & 50% employee, entire county	1,863	(20,890)
Counsel	Table 9	5,658,888	414,003	2,978,584	0.14	per capita & 50% employee, entire county	1,863	259
Personnel	Table 9	28,555,776	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Elections	Table 9	14,323,238	6,060,357	2,978,584	2.03	per capita & 50% employee, entire county	1,863	3,791
Communication	Table 9	500,000	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Property Management	Table 9	122,466,781	7,810,617	2,978,584	2.62	per capita & 50% employee, entire county	1,863	4,885
Plant Acquisition	Table 9	42,517,346	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Promotion	Table 9	26,975,164	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Other General	Table 9	113,606,517	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Total General Financing Requirements		$ 506,882,626	$ 19,778,180		$ 6.64			**$ 12,371**
Public Protection								
Judicial	Table 9	$ 376,878,328	$ 40,590,976	2,978,584	$ 13.63	per capita & 50% employee, entire county	1,863	$ 25,388
Police Protection	Table 9	657,417,624	200,935,618	---------- See Table 11 ----------				
Detention and Correction	Table 9	508,531,490	216,323,736	2,978,584	72.63	per capita & 50% employee, entire county	1,863	135,303
Fire Protection	Table 9	452,482,148	(13,937,751)	-	-	not used	-	-
Protection/Inspection	Table 9	20,187,770	452,229	2,978,584	0.15	per capita & 50% employee, entire county	1,863	283
Other Protection	Table 9	136,276,577	11,280,900	2,978,584	3.79	per capita & 50% employee, entire county	1,863	7,056
Total Public Protection		$ 2,151,773,937	$ 455,645,708		$ 90.19			**$ 168,030**
Public Ways & Facilities								
Roads	Table 9	$ 306,362,576	$ -	2,978,584	$ -	per capita & 50% employee, entire county	1,863	$ -
Parking Facilities	Table 9	2,246,219	347,646	2,978,584	0.12	per capita & 50% employee, entire county	1,863	217
Total Public Ways and Facilities		$ 308,608,795	$ 347,646		$ 0.12			**$ 217**
Health and Sanitation								
Public Health	Table 9	$ 368,970,584	$ 72,434,642	2,978,584	$ 24.32	per capita & 50% employee, entire county	1,863	$ 45,305
Mental Health	Table 9	646,668,808	4,507,310	2,978,584	1.51	per capita & 50% employee, entire county	1,863	2,819
Drug and Alcohol Abuse Services	Table 9	123,158,707	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Total Health and Sanitation		$ 1,138,798,099	$ 76,941,951		$ 25.83			**$ 48,124**
Public Assistance								
Welfare	Table 9	$ 1,677,270,170	$ -	2,978,584	$ -	per capita & 50% employee, entire county	1,863	$ -
Care of Court Wards	Table 9	360,500	360,500	2,978,584	0.12	per capita & 50% employee, entire county	1,863	225
Veteran's Services	Table 9	3,130,860	2,181,274	2,978,584	0.73	per capita & 50% employee, entire county	1,863	1,364
Social Services	Table 9	81,415,304	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
General Relief	Table 9	-	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Public Assistance - Other	Table 9	31,926,397	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Total Public Assistance		$ 1,794,103,231	$ 2,541,774		$ 0.85			**$ 1,590**
Education, Recreation and Cultural Services								
Library Services	Table 9	$ 46,858,367	$ -	-	$ -	not used	-	-
Agricultural Education	Table 9	785,784	785,784	2,978,584	0.26	per capita & 50% employee, entire county	1,863	491
Recreation Facilities	Table 9	14,973,169	1,583,611	2,978,584	0.53	per capita & 50% employee, entire county	1,863	990
Recreation & Cultural Services	Table 9	3,592,486	-	2,978,584	-	per capita & 50% employee, entire county	1,863	-
Total Education, Rec. and Cultural Svcs.		$ 66,209,806	$ 2,369,395		$ 0.80			**$ 1,482**
Debt Service								
Interest Payment on Long-Term Debt	Table 9	$ 62,306,212	$ -	-	$ -	not used	-	$ -
Principle Payment on Long-Term Debt	Table 9	135,686,945	-	-	-	not used	-	-
Total Debt Service		$ 197,993,157	$ -		$ -			**$ -**
Total General Fund Financing Requirements		**$ 6,164,369,651**	**$ 557,624,654**		**$ 124.43**			**$ 231,814**

Footnotes:

(a) Per the County of Riverside Fiscal Year 2023-24 Recommended Budget, Volume II.

(b) See Table 9 - General Fund Financing Requirements Detail.

(c) (b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.

(d) See Table 3 - Land Use Assumptions.

(e) Fire Protecton and Library Services were treated as a case study. See Tables 12 and 13, respectively.

Table 11 - Police Protection Cost Calculation
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Police Protection Costs	Ref.	FY 2022/23 Budget	
Net General Fund Contribution			
Sheriff: Administration		$ 25,037,403	
Sheriff: Cal-DNA		-	
Sheriff: Cal-Id		-	
Sheriff: Cal-Photo		-	
Sheriff: Court Services		24,453,136	
Sheriff: Patrol		-	
Sheriff: Support		151,445,079	
Sheriff: Ben Clark Training Center		-	
Sheriff: CAC Security		-	
Sheriff: Public Administrator		-	
Net General Fund Contribution	Table 9	$ 200,935,618	
Net General Fund Contribution	Table 9	$ 200,935,618	
City Contracts for Sheriff's Services	Pg. 261	304,013,736	
Net Police Protection Budget		$ 504,949,354	
Total Officers		(a) 2,447	
Cost per Officer		$ 206,354	
Projected Residents	Table 3	1,862	
Service Standard: Sworn Officers per 1,000 residents		1.00	(b)
Additional Sworn Officers Required @ buildout		1.86	
Total Police Protection Costs		**$ 383,818**	

Footnotes:

(a) Per the Riverside County FY 2023-24 Recommended Budget Volume 1, Sheriff: Administration, Support, Patrol, and Court Services Current Filled Positions.

(b) Per the Riverside County Service Goals and Strategies, the Board of Supervisors commits to continue efforts to maintain law enforcement services at a targeted staffing ratio of one deputy sheriff per 1,000 population in the unincorporated area.

Table 12 - Fiscal Impact to Fire Fund
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Fiscal Impact to Fire Fund

Financing Sources	**Table Ref.**	**Project Impact**	**Marginal Increase**	**Project Impact**
Ad Valorem Tax				
Residential and Non-Residential Basic Tax Adj. for Deflation	4	$ 16,092,319		
Structural Fire Fund Post-ERAF Share of Basic Tax	2	5.596%		
Total Structural Fire Tax		$ 900,495	100%	**$ 900,495**

Fire Protection Costs

	Budget Page Ref.	**Budget Amount (a)**	**Marginal Increase**	**Factor (c)**	**Measure**	**Project Equivalent Units (b)**	**Project Impact**
Fire Protection-Non Forest	303	$ 89,705,437	per capita & 50% employee, unincorporated only	455,043	$ 197.14	1,863	$ 367,265
Total Financing Requirements							**$ 367,265**
Total Structural Fire Tax							$ 900,495
Total Financing Requirements							$ 367,265
Net Annual Surplus/ (Deficit)							**$ 533,230**

Footnotes:

(a) Per Riverside County Recommended Budget FY 2023-24.

(b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.

(c) See Table 3 - Land Use Assumptions.

Table 13 - Fiscal Impact to Library Fund
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Fiscal Impact to Library Fund

	Table Ref.	Project Impact	Marginal Increase	Project Impact
Financing Sources				
Ad Valorem Tax				
Residential and Non-Residential Basic Tax Adj. for Deflation	4	$ 16,092,319		
County Library Post-ERAF Share of Basic Tax		1.369%		
Total County Library Tax		$ 220,285	100%	$ 220,285

	Budget Page Ref.	Budget Amount (a)	Marginal Increase	Net Amount	County Equivalent Units (b)	Factor	Measure	Project Equivalent Units (c)	Project Impact
Fines and Forfeitures									
Library Fines and Fees	96	$ 50,000	100%	$ 50,000	2,978,584	$ 0.02	per capita & 50% employee, entire county	1,863	$ 31
Revenue From use of Money and Property									
Interest-Invested Funds	96	$ 21,499	0%	$ -	-	$ -	not used	-	$ -
Rents	96	24,732	100%	24,732	-	-	not used	-	-
Lease to Non-County Agency	96	2,283	0%	-	-	-	not used	-	-
Intergovernmental Revenues									
CA-State Revenue	97	$ 25,000	0%	$ -	-	$ -	not used	-	$ -
CA-Homeowners Tax Relief	97	156,535	0%	-	-	-	not used	-	-
CA-Supplemental Homeowners Tax Relief	97	958	0%	-	-	-	not used	-	-
CA-Other Operating Grants	97	25,000	0%	-	-	-	not used	-	-
Charges For Current Services									
Communications Services	97	$ -	0%	$ -	-	$ -	not used	-	$ -
Library Services	97	48,470	0%	-	-	-	not used	-	-
Interfund - Miscellaneous	97	22,353	0%	-	-	-	not used	-	-
Interfund - Salary Reimbursement	97	15,583	0%	-	-	-	not used	-	-
Interfund - Project Costs	97	6,527,433	0%	-	-	-	not used	-	-
Other In-Lieu and Other Government									
Other Gov-City Governments	97	$ 2,378,549	0%	$ -	-	$ -	not used	-	$ -
Other Revenue									
Sales of Surplus Property	97	$ -	0%	$ -	-	$ -	not used	-	$ -
Contractual Revenue	97	9,406,146	0%	$ -	-	$ -	not used	-	$ -
Cash Over-Short	98	-	0%	$ -	-	$ -	not used	-	$ -
Rebates and Refunds	98	8,541	0%	$ -	-	$ -	not used	-	$ -
Contributions and Donations	98	39,521	0%	$ -	-	$ -	not used	-	$ -
Other Misc Revenue	98	-	0%	$ -	-	$ -	not used	-	$ -
Contrib Fr Other County Funds	98	-	0%	-	-	-	not used	-	-
Total Financing Sources									**$ 220,316**
Financing Requirements									
Library Services	239	$ 46,858,367	100%	46,858,367	2,978,584	$ 15.73	per capita & 50% employee, entire county	1,863	$ 29,308
Total Financing Requirements									**$ 29,308**
Net Annual Surplus/ (Deficit)									**$ 191,008**

Footnotes:

(a) Per the County of Riverside Fiscal Year 2023-24 Recommended Budget.

(b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.

(c) See Table 3 - Land Use Assumptions.

Table 14 - Fiscal Impact to Transportation Fund
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Fiscal Impact to Transportation Fund									
Financing Sources							**Table Ref.**	**Net Amount**	**Marginal Increase**	**Project Impact**
Measure A Sales Tax (d)										
Direct and Indirect Taxable Sales							5	$ 45,300,000		
Half Cent Transportation Sales Tax								0.50%		
Total Measure A Sales Tax								$ 226,500	0%	$ -
	Budget Page Ref.	**Budget Amount (a)**	**Marginal Increase**	**Net Amount**	**County Equivalent Units (b)**	**Factor**	**Measure**		**Project Equivalent Units (c)**	**Project Impact**
Taxes										
Local Transportation Act (e)	83	$ 432,000	0%	$ -	-	$ -	not used		-	$ -
Measure A-Local St & Roads	83	12,684,463	0%	-	-	-	not used		-	-
Licenses & Permits										
Business Licenses	83	-	0%	-	-	-	not used		-	-
Permit-Road Privileges	83	113,200	0%	-	-	-	not used		-	-
Parade Fees	83	-	0%	-	-	-	not used		-	-
Fines, Forfeitures & Penalties										
Interest-Invest Funds	83	19,100	0%	-	-	-	not used		-	-
Revenue from use of Money and Property										
Interest-Invested Funds	83	1,727,488	0%	-	-	-	not used		-	-
Intergovernmental										
CA-HWY User/Gas Tax Sec 2104A (f)	84	35,495,600	100%	35,495,600	2,439,234	14.55	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2104B (f)	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2103 (f)	84	18,088,190	100%	18,088,190	2,439,234	7.42	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2104C (f)	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-HWY User/Gas SB1 Sec 2103	84	45,123,569	100%	45,123,569	2,439,234	18.50	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2104DEF (f)	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2105 (f)	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-HWY User/Gas Tax Sec 2106 (f)	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-From Other St. Govt Agencies	84	-	100%	-	2,439,234	-	per capita, entire county		-	-
CA-Misc State Reimbursements	84	13,266,000	0%	-	-	-	not used		-	-
CA-Other Operating Grants	84	2,875,000	0%	-	-	-	not used		-	-
Fed-Air For Disaster	84	-	0%	-	-	-	not used		-	-
Fed-Forest Reserve	84	206,200	0%	-	-	-	not used		-	-
Fed-Misc Reimbursement	84	68,218,000	0%	-	-	-	not used		-	-
Charges for Services										
Sale of Plans-Specifications	84	1,700	0%	-	-	-	not used		-	-
Deposit Based Fee Draws	84	7,277,879	0%	-	-	-	not used		-	-
Subdivision Inspection fees	84	16,500	0%	-	-	-	not used		-	-
Encroachment Permit Fees	84	1,236,800	0%	-	-	-	not used		-	-
Road Const Expense Reimb	84	24,326,648	0%	-	-	-	not used		-	-
Road Maint Expense Reimb	84	105,600	100%	105,600	2,978,584	0.04	per capita & 50% employee, entire county		1,863	66
Road Signal Maint Exp Reimb	84	1,378,300	100%	1,378,300	2,978,584	0.46	per capita & 50% employee, entire county		1,863	862
Disposal Fees	84	25,000	0%	-	-	-	not used		-	-
Fuel Sales	84	136,346	0%	-	-	-	not used		-	-
Development Fees	84	250	0%	-	-	-	not used		-	-
Fleet Daily Rentals	84	17	0%	-	-	-	not used		-	-
Maintenance	84	10,824	0%	-	-	-	not used		-	-
Reimbursement for Services	84	4,007,700	0%	-	-	-	not used		-	-
TUMF Revenue - Developer Fees	84	4,200,000	0%	-	-	-	not used		-	-
Subpoena Fees	85	15	0%	-	-	-	not used		-	-
Interfnd - CDBG	85	543,000	0%	-	-	-	not used		-	-
Interfnd - CSA Intracounty	85	444,200	0%	-	-	-	not used		-	-
Interfnd-Maintenance	85	11,139	0%	-	-	-	not used		-	-
Interfnd-Reimb for Service	86	3,294,500	0%	-	-	-	not used		-	-
Interfnd-Salary Reimbursement	86	639,200	0%	-	-	-	not used		-	-
Interfnd-Equipment Usage	86	20,374	0%	-	-	-	not used		-	-
Interfnd-Project Costs	86	8,229,185	0%	-	-	-	not used		-	-
Interfnd-Fuel Sales	86	223,913	0%	-	-	-	not used		-	-
Other In-Lieu and Other Govt										
CVAG	86	8,337,000	0%	-	-	-	not used		-	-
Miscellaneous Revenue										
Sale of Surplus Property	86	7,990	0%	-	-	-	not used		-	-
Rebates & Refunds	86	42,851	0%	-	-	-	not used		-	-
Contributions & Donations	86	1,817,000	0%	-	-	-	not used		-	-
Insurance Claims	86	1,710	0%	-	-	-	not used		-	-
Other Misc Revenue	86	49,168	0%	-	-	-	not used		-	-
Witness Jury Fees-Employees	86	275	0%	-	-	-	not used		-	-
Program Revenue	86	(8,700)	0%	-	-	-	not used		-	-
Special District Income	87	6,953,000	0%	-	-	-	not used		-	-
Sale of Automotive Equipment	87	166,100	0%	-	-	-	not used		-	-
Operating Transfer-in	87	50,000	0%	-	-	-	not used		-	-
Contribution From Other County Funds	87	837,401	0%	-	-	-	not used		-	-
Total Financing Sources										**928**
Financing Requirements (Fund 20000)										
Transportation (g)	303	59,160,640	100%	59,160,640	2,978,584	19.86	per capita & 50% employee, entire county		1,863	37,003
Transportation Construction Projects	306	218,836,933	0%	-	-	-	not used		-	-
Transportation Equipment	307	4,476,254	0%	-	-	-	not used		-	-
Total Financing Requirements										**$ 37,003**
Net Annual Surplus/ (Deficit) Before Additional Financing Sources										**$ (36,075)**
Use General Fund Surplus										
Surplus Available										$ 4,104,470
Surplus Used (i)										36,075
Financing Sources										
Transportation Fund										$ 928
General Fund Transfer										36,075
Total Sources										**$ 37,003**
Net Annual Surplus/ (Deficit)										**$ -**

Footnotes:

(a) Per the County of Riverside Fiscal Year 2023-24 Recommended Budget.
(b) (b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.
(c) See Table 3 - Land Use Assumptions.
(d) All of the Measure A sales tax is earmarked for non-recurring capital projects per conversations with the Transportation Fund administrative office.
(e) Local Transportation Act revenue is used solely for capital projects per conversations with the Transportation Fund administrative office.
(f) All of the Gas Tax is earmarked for recurring street maintenance costs per conversations with the Transportation Fund administrative office.
(g) The Transportation expense account includes street maintenance expenses as well as administrative expenses and overhead for both recurring expenses and non-recurring capital projects, per conversations with the
(h) The Transp Const Project expense account only comprises expenses for non-recurring capital projects.
(i) Represents the amount needed to fund the estimated annual negative fiscal impact.

Table 15 - Fiscal Impact to Flood Control Zone 5 Operations Fund
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

Flood Control Zone 5 Operations Fund

Financing Sources	**Table Ref.**		**Marginal Increase**	**Project Impact**
Ad Valorem Tax				
Residential and Non-Residential Basic Tax Adj. for Deflation	4	$ 16,092,319		
Flood Control Zone 5 Post-ERAF Share of Basic Tax		4.673%		
Total Flood Control Zone 5 Tax		$ 752,029	100%	$ 752,029

	Budget Page Ref.	**Budget Amount (a)**	**Marginal Increase**	**Net Amount**	**County Equivalent Units (b)**	**Factor (c)**	**Measure**	**Project Equivalent Units (b)**	**Project Impact**
Taxes	489	$ 5,143,885	0%	$ -	-	$ -	not used	-	$ -
Use of Money & Property	489	$ 531,055	0%	$ -	-	$ -	not used	-	$ -
Intergovernmental - State	489	36,552	0%	-	-	-	not used	-	-
Intergovernmental - Federal	489	-	0%	-	-	-	not used	-	-
Charges for Services	489	-	0%	-	-	-	not used	-	-
Miscellaneous Revenue	489	1,245,594	0%	-	-	-	not used	-	-
Total Financing Sources									**$ 752,029**
Financing Requirements (d)									$ 752,029
Total Financing Requirements									**$ 752,029**
Net Annual Surplus/ (Deficit)									**$ -**

Footnotes:

(a) Per the County of Riverside Fiscal Year 2023-24 Recommended Budget Volume 2.

(b) (b) Based on (i) 2,439,234 total Riverside County residents and 401,693 residents in the unincorporated sections of Riverside County per the California Department of Finance as of January 1, 2023, (ii) 1,078,700 total Riverside County employees and 106,700 employees in the unincorporated sections of Riverside County per the California Employment Development Department, June 2023, and (iii) county employment was reduced by 50% to account for the estimated less frequent use of county public services by employees than residents.

(c) See Table 3 - Land Use Assumptions.

(d) Per the Recommended Budget, Flood Control Zone 5 Operations appear to be funded using a reserve approach. Each year a portion of the revenues are allocated to fund current year expenditures, with the remainder allocated to the Fund Balance. In years when expenditures exceed revenues, the Fund Balance is used to pay the difference, maintaining a balanced fund. As such, DPFG assumes this fund remains balanced, with financial requirements equaling financing sources.

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

		Factor	Table Ref.	1	2	3	4	5	6	7	8	9	10
I. General Fund Financing Sources													
Property Tax			4	$ -	$ -	$ 599,992	$ 597,361	$ 1,326,131	$ 1,320,317	$ 2,284,512	$ 2,274,496	$ 2,264,523	$ 2,254,594
Documentary Transfer Tax			4	-	-	22,374	22,276	49,453	49,236	85,192	84,818	84,446	84,076
Property Tax In-Lieu of MVLF			6	-	-	371,006	369,379	820,016	816,421	1,412,633	1,406,440	1,400,273	1,394,134
Transient Occupancy Tax			7	-	-	-	-	-	-	547,500	547,500	547,500	547,500
On-Site Retail Sales and Use Tax			5	-	-	-	-	-	-	500,565	500,565	500,565	500,565
Interest Earnings			5	-	-	4,864	4,843	10,751	10,704	22,432	22,351	22,270	22,190
Other Discretionary Revenue			8	-	-	10,427	10,427	23,120	23,120	42,229	42,229	42,229	42,229
Total Financing Sources				$ -	$ -	$ 1,008,663	$ 1,004,286	$ 2,229,471	$ 2,219,797	$ 4,895,064	$ 4,878,399	$ 4,861,807	$ 4,845,288
II. General Fund Financing Requirements													
General Financing Requirements	per capita & 50% employee, entire county	$ 6.64	10	$ -	$ -	$ 3,054	$ 3,054	$ 6,773	$ 6,773	$ 12,371	$ 12,371	$ 12,371	$ 12,371
Public Protection													
Judicial	per capita & 50% employee, entire county	13.63	10	-	-	6,269	6,269	13,900	13,900	25,388	25,388	25,388	25,388
Police Protection		-	11	-	-	94,923	94,923	210,481	210,481	383,818	383,818	383,818	383,818
Detention and Correction	per capita & 50% employee, entire county	72.63	10	-	-	33,408	33,408	74,079	74,079	135,303	135,303	135,303	135,303
Fire Protection	not used	-	10	-	-	-	-	-	-	-	-	-	-
Protection/Inspection	per capita & 50% employee, entire county	0.15	10	-	-	70	70	155	155	283	283	283	283
Other Protection	per capita & 50% employee, entire county	3.79	10	-	-	1,742	1,742	3,863	3,863	7,056	7,056	7,056	7,056
Public Ways & Facilities	per capita & 50% employee, entire county	0.12	10	-	-	54	54	119	119	217	217	217	217
Health and Sanitation	per capita & 50% employee, entire county	25.83	10	-	-	11,883	11,883	26,348	26,348	48,124	48,124	48,124	48,124
Public Assistance	per capita & 50% employee, entire county	0.85	10	-	-	393	393	870	870	1,590	1,590	1,590	1,590
Education, Recreation and Cultural Services	per capita & 50% employee, entire county	0.80	10	-	-	366	366	811	811	1,482	1,482	1,482	1,482
Debt Service	not used	-	10	-	-	-	-	-	-	-	-	-	-
Total Financing Requirements				$ -	$ -	$ 152,161	$ 152,161	$ 337,400	$ 337,400	$ 615,633	$ 615,633	$ 615,633	$ 615,633
General Fund Fiscal Impact													
Ongoing Surplus/(Deficit)				$ -	$ -	$ 856,502	$ 852,125	$ 1,892,071	$ 1,882,397	$ 4,279,431	$ 4,262,766	$ 4,246,174	$ 4,229,655
Surplus/(Deficit) per Unit				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Revenue/Cost Ratio				-	-	6.63	6.60	6.61	6.58	7.95	7.92	7.90	7.87
III. Fiscal Impact to Fire Fund													
Financing Sources			12	$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
Financing Requirements			12	-	-	90,683	90,683	201,079	201,079	367,265	367,265	367,265	367,265
Net Annual Surplus / (Deficit) before Operating Reserve				$ -	$ -	$ 159,722	$ 158,624	$ 352,377	$ 349,950	$ 586,168	$ 581,987	$ 577,825	$ 573,682
Cumulative Net Impact				$ -	$ -	$ 159,722	$ 318,345	$ 670,722	$ 1,020,672	$ 1,606,840	$ 2,188,828	$ 2,766,653	$ 3,340,335
IV. Fiscal Impact to Library Fund													
Financing Sources			13	$ -	$ -	$ 61,263	$ 60,995	$ 135,407	$ 134,813	$ 233,266	$ 232,244	$ 231,225	$ 230,212
Financing Requirements			13	-	-	7,237	7,237	16,046	16,046	29,308	29,308	29,308	29,308
Net Annual Surplus / (Deficit)				$ -	$ -	$ 54,027	$ 53,758	$ 119,361	$ 118,767	$ 203,958	$ 202,935	$ 201,917	$ 200,903
V. Fiscal Impact to Transportation Fund													
Financing Sources			14	$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Financing Requirements			14	-	-	9,137	9,137	20,259	20,259	37,003	37,003	37,003	37,003
Net Annual Surplus / (Deficit)				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
VI. Fiscal Impact to Flood Control Zone 4 Operations													
Financing Sources			15	$ -	$ -	$ 209,120	$ 208,203	$ 462,207	$ 460,180	$ 796,239	$ 792,748	$ 789,272	$ 785,812
Financing Requirements			15	-	-	209,120	208,203	462,207	460,180	796,239	792,748	789,272	785,812
Net Annual Surplus / (Deficit)				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Net Fiscal Impact of Project													
Financing Sources				$ -	$ -	$ 1,538,587	$ 1,531,926	$ 3,400,800	$ 3,386,079	$ 6,915,004	$ 6,889,645	$ 6,864,397	$ 6,839,260
Financing Requirements				-	-	468,336	467,420	1,036,992	1,034,965	1,845,447	1,841,956	1,838,481	1,835,020
Net Annual Surplus / (Deficit)				$ -	$ -	$ 1,070,250	$ 1,064,507	$ 2,363,808	$ 2,351,114	$ 5,069,557	$ 5,047,689	$ 5,025,917	$ 5,004,240

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

		Factor	Table Ref.	1	2	3	4	5	6	7	8	9	10
NON-RESIDENTIAL FINANCING SOURCES													
Industrial													
Industrial													
Square Feet (a)				-	-	1,379,000	-	1,681,000	-	1,935,000	-	-	-
Cumulative Square Feet				-	-	1,379,000	1,379,000	3,060,000	3,060,000	4,995,000	4,995,000	4,995,000	4,995,000
Assessed Value Additions		$ 295	3	$ -	$ -	$ 406,805,000	$ -	$ 495,895,000	$ -	$ 570,825,000	$ -	$ -	$ -
Cumulative Employees		1,500	3	-	-	919	919	2,040	2,040	3,330	3,330	3,330	3,330
Taxable Sales		-	5	-	-	-	-	-	-	-	-	-	-
Indoor Activities													
Square Feet (a)				-	-	-	-	-	-	216,000	-	-	-
Cumulative Square Feet				-	-	-	-	-	-	216,000	216,000	216,000	216,000
Assessed Value Additions		$ 227	3	$ -	$ -	$ -	$ -	$ -	$ -	$ 49,032,000	$ -	$ -	$ -
Cumulative Employees		1,030	3	-	-	-	-	-	-	210	210	210	210
Taxable Sales		175	5	-	-	-	-	-	-	37,800,000	37,800,000	37,800,000	37,800,000
Restaurant													
Square Feet				-	-	-	-	-	-	30,000	-	-	-
Cumulative Square Feet				-	-	-	-	-	-	30,000	30,000	30,000	30,000
Assessed Value Additions		$ 227	3	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,810,000	$ -	$ -	$ -
Cumulative Employees		500	3	-	-	-	-	-	-	60	60	60	60
Taxable Sales		250	5	-	-	-	-	-	-	7,500,000	7,500,000	7,500,000	7,500,000
Hotel													
Number of Beds		125	3	-	-	-	-	-	-	125	-	-	-
Assessed Value Additions		248,000	3	$ -	$ -	$ -	$ -	$ -	$ -	$ 31,000,000	$ -	$ -	$ -
Cumulative Employees			3	-	-	-	-	-	-	125	125	125	125
Taxable Sales		-	5	-	-	-	-	-	-	-	-	-	-
Total Non-Residential Assessed Value Additions				$ -	$ -	$ 406,805,000	$ -	$ 495,895,000	$ -	$ 657,667,000	$ -	$ -	$ -
Previous Period Adjusted Assessed Value				-	-	-	406,805,000	405,021,354	899,140,528	895,198,225	1,548,940,207	1,542,148,842	1,535,387,254
Deflation Factor				1.0000	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956
Cum. Non-Residential AV Adj. for Deflation Factor of 0.44%				$ -	$ -	$ 406,805,000	$ 405,021,354	$ 899,140,528	$ 895,198,225	$ 1,548,940,207	$ 1,542,148,842	$ 1,535,387,254	$ 1,528,655,312
Total Non-Residential Cumulative Employees				-	-	919	919	2,040	2,040	3,725	3,725	3,725	3,725
50% of Cumulative Employees				-	-	460	460	1,020	1,020	1,863	1,863	1,863	1,863
Total Taxable Sales				-	-	-	-	-	-	45,300,000	45,300,000	45,300,000	45,300,000
Non-Residential Property Tax													
Basic Tax Paid - Non-Residential		1.00%	4	$ -	$ -	$ 4,068,050	$ 4,050,214	$ 8,991,405	$ 8,951,982	$ 15,489,402	$ 15,421,488	$ 15,353,873	$ 15,286,553
Non-Res. Unsecured Prop. Tax as a % of Secured		10.00%	4	$ -	$ -	$ 406,805	$ 405,021	$ 899,141	$ 895,198	$ 1,548,940	$ 1,542,149	$ 1,535,387	$ 1,528,655
Total Non-Residential Property Tax		13.4081%	2	$ -	$ -	$ 599,992	$ 597,361	$ 1,326,131	$ 1,320,317	$ 2,284,512	$ 2,274,496	$ 2,264,523	$ 2,254,594
Total Residential and Non-Residential Property Tax					$ -	$ 599,992	$ 597,361	$ 1,326,131	$ 1,320,317	$ 2,284,512	$ 2,274,496	$ 2,264,523	$ 2,254,594
Non-Residential Documentary Transfer Tax													
Non-Residential Property Turnover Rate		5.00%	4	$ -	$ -	$ 20,340,250	$ 20,251,068	$ 44,957,026	$ 44,759,911	$ 77,447,010	$ 77,107,442	$ 76,769,363	$ 76,432,766
Transfer Tax as a % of Price		0.11%	4	-	-	22,374	22,276	49,453	49,236	85,192	84,818	84,446	84,076
Total Non-Residential Documentary Transfer Tax				$ -	$ -	$ 22,374	$ 22,276	$ 49,453	$ 49,236	$ 85,192	$ 84,818	$ 84,446	$ 84,076
Total Residential and Non-Residential Documentary Transfer Tax					$ -	$ 22,374	$ 22,276	$ 49,453	$ 49,236	$ 85,192	$ 84,818	$ 84,446	$ 84,076
Structural Fire Tax													
Total Basic Tax Paid - Residential and Non-Residential				$ -	$ -	$ 4,474,855	$ 4,455,235	$ 9,890,546	$ 9,847,180	$ 17,038,342	$ 16,963,637	$ 16,889,260	$ 16,815,208
Total Structural Fire Tax		5.5958%	2	$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
On-Site Sales Tax													
Sales Tax (@1% of Taxable Sales)		1.00%	5	$ -	$ -	$ -	$ -	$ -	$ -	$ 453,000	$ 453,000	$ 453,000	$ 453,000
Use Tax (@10.5% of Sales Tax)		10.50%	5	-	-	-	-	-	-	47,565	47,565	47,565	47,565
Total On-Site Sales Tax Allocated to County				$ -	$ -	$ -	$ -	$ -	$ -	$ 500,565	$ 500,565	$ 500,565	$ 500,565
MOTOR VEHICLE LICENSE FEES													
Assessed Value Adjusted for Deflation													
Residential				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non-Residential				-	-	406,805,000	405,021,354	899,140,528	895,198,225	1,548,940,207	1,542,148,842	1,535,387,254	1,528,655,312
Total Assessed Value				$ -	$ -	$ 406,805,000	$ 405,021,354	$ 899,140,528	$ 895,198,225	$ 1,548,940,207	$ 1,542,148,842	$ 1,535,387,254	$ 1,528,655,312
Motor Vehicle License Fees		$ 912.00	6	$ -	$ -	$ 371,006	$ 369,379	$ 820,016	$ 816,421	$ 1,412,633	$ 1,406,440	$ 1,400,273	$ 1,394,134
OTHER GENERAL FUND DISCRETIONARY REVENUE													
Franchises	per capita & 50% employee, unincorporated only	$ 15.49	8	$ -	$ -	$ 7,125	$ 7,125	$ 15,799	$ 15,799	$ 28,856	$ 28,856	$ 28,856	$ 28,856
Fee-POC Transaction	per capita & 50% employee, entire county	0.03	8	-	-	13	13	28	28	52	52	52	52
Fine-Traffic Motor Vehicle MC	per capita & 50% employee, unincorporated only	1.87		-	-	859	859	1,905	1,905	3,480	3,480	3,480	3,480
Health-Safety Fees	not used	-		-	-	-	-	-	-	-	-	-	-
Fine-Traffic School	per capita & 50% employee, unincorporated only	2.31		-	-	1,061	1,061	2,354	2,354	4,299	4,299	4,299	4,299
AB 233 Realignment	not used	-		-	-	-	-	-	-	-	-	-	-
Other Fines	per capita & 50% employee, unincorporated only	0.64		-	-	296	296	656	656	1,198	1,198	1,198	1,198
Penalties & Int On Del Taxes	per capita & 50% employee, entire county	1.13		-	-	521	521	1,154	1,154	2,109	2,109	2,109	2,109
Penalties & Int - Del Tax	per capita & 50% employee, entire county	1.04		-	-	480	480	1,065	1,065	1,945	1,945	1,945	1,945
Teeter Overflow	not used	-		-	-	-	-	-	-	-	-	-	-
Court Fees & Costs	per capita & 50% employee, entire county	0.14		-	-	65	65	144	144	264	264	264	264
Superior Court Fees	per capita & 50% employee, entire county	0.01		-	-	6	6	14	14	26	26	26	26
Rebates & Refunds	per capita & 50% employee, entire county	0.00		-	-	0	0	1	1	1	1	1	1
Total Other General Fund Discretionary Revenue				$ -	$ -	$ 10,427	$ 10,427	$ 23,120	$ 23,120	$ 42,229	$ 42,229	$ 42,229	$ 42,229
INTEREST EARNINGS													
County Share of Residential and Non-Res. Prop. Tax			4	$ -	$ -	$ 599,992	$ 597,361	$ 1,326,131	$ 1,320,317	$ 2,284,512	$ 2,274,496	$ 2,264,523	$ 2,254,594
Documentary Transfer Tax			4	-	-	22,374	22,276	49,453	49,236	85,192	84,818	84,446	84,076
Net On-Site Sales and Use Tax			5	-	-	-	-	-	-	500,565	500,565	500,565	500,565
Total Revenue Generating Interest Earnings				$ -	$ -	$ 622,366	$ 619,637	$ 1,375,584	$ 1,369,552	$ 2,870,269	$ 2,859,879	$ 2,849,535	$ 2,839,235
Total Interest Earnings		0.78%	5	$ -	$ -	$ 4,864	$ 4,843	$ 10,751	$ 10,704	$ 22,432	$ 22,351	$ 22,270	$ 22,190

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	Factor	Table Ref.	1	2	3	4	5	6	7	8	9	10
POLICE PHASING												
Cumulative Employees			-	-	919	919	2,040	2,040	3,725	3,725	3,725	3,725
50% of Cumulative Employees		3	-	-	460	460	1,020	1,020	1,863	1,863	1,863	1,863
Staffing Service Standard Sworn Officer per 1,000 residents	1.00	11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Sworn Officers Required			-	-	0	0	1	1	2	2	2	2
Police Costs	$ 206,354	11	$ -	$ -	$ 94,923	$ 94,923	$ 210,481	$ 210,481	$ 383,818	$ 383,818	$ 383,818	$ 383,818
FISCAL IMPACT TO OTHER COUNTY FUNDS												
Fiscal Impact to Fire Fund												
Financing Sources												
Ad Valorem Tax												
Residential and Non-Residential Basic Tax Adj. for Deflation			$ -	$ -	$ 4,474,855	$ 4,455,235	$ 9,890,546	$ 9,847,180	$ 17,038,342	$ 16,963,637	$ 16,889,260	$ 16,815,208
Total Structural Fire Tax	5.596%	2	$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
Total Financing Requirements		12	$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
Net Annual Surplus (Deficit)			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Additional Financing Sources												
Cumulative Units			-	-	-	-	-	-	-	-	-	-
Cumulative Non-Residential Square Feet			-	-	1,379,000	1,379,000	3,060,000	3,060,000	5,241,000	5,241,000	5,241,000	5,241,000
Residential	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non Residential Sq. Ft.	$ -		-	-	-	-	-	-	-	-	-	-
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Financing Sources												
Structural Fire Tax			$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
Total Financing Sources			**$ -**	**$ -**	**$ 250,404**	**$ 249,306**	**$ 553,456**	**$ 551,029**	**$ 953,433**	**$ 949,252**	**$ 945,090**	**$ 940,946**
Total Financing Sources			$ -	$ -	$ 250,404	$ 249,306	$ 553,456	$ 551,029	$ 953,433	$ 949,252	$ 945,090	$ 940,946
Total Financing Requirements	$ 197		-	-	90,683	90,683	201,079	201,079	367,265	367,265	367,265	367,265
Net Annual Surplus (Deficit) After Additional Sources			**$ -**	**$ -**	**$ 159,722**	**$ 158,624**	**$ 352,377**	**$ 349,950**	**$ 586,168**	**$ 581,987**	**$ 577,825**	**$ 573,682**
Cumulative Net Impact			**$ -**	**$ -**	**$ 159,722**	**$ 318,345**	**$ 670,722**	**$ 1,020,672**	**$ 1,606,840**	**$ 2,188,828**	**$ 2,766,653**	**$ 3,340,335**
Fiscal Impact to Library Fund												
Financing Sources												
Ad Valorem Tax												
Residential and Non-Residential Basic Tax Adj. for Deflation			$ -	$ -	$ 4,474,855	$ 4,455,235	$ 9,890,546	$ 9,847,180	$ 17,038,342	$ 16,963,637	$ 16,889,260	$ 16,815,208
Total County Library Tax	1.3689%	2	$ -	$ -	$ 61,256	$ 60,987	$ 135,390	$ 134,796	$ 233,235	$ 232,212	$ 231,194	$ 230,180
Fines and Forfeitures												
Library Fines and Fees	$ 0.02	13	$ -	$ -	$ 8	$ 8	$ 17	$ 17	$ 31	$ 31	$ 31	$ 31
Total Financing Sources			$ -	$ -	$ 61,263	$ 60,995	$ 135,407	$ 134,813	$ 233,266	$ 232,244	$ 231,225	$ 230,212
Financing Requirements												
Library Services	$ 15.73	13	$ -	$ -	$ 7,237	$ 7,237	$ 16,046	$ 16,046	$ 29,308	$ 29,308	$ 29,308	$ 29,308
Total Financing Requirements			$ -	$ -	$ 7,237	$ 7,237	$ 16,046	$ 16,046	$ 29,308	$ 29,308	$ 29,308	$ 29,308
Net Annual Surplus/ (Deficit)			$ -	$ -	$ 54,027	$ 53,758	$ 119,361	$ 118,767	$ 203,958	$ 202,935	$ 201,917	$ 200,903
Fiscal Impact to Transportation Fund												
Financing Sources												
Intergovernmental												
CA-HWY User/Gas Tax Sec 2104A	$ 14.55	14	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CA-HWY User/Gas Tax Sec 2104B	-	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2103	7	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2104C	-	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas SB1 Sec 2103	18	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2104DEF	-	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2105	-	14	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2106	-	14	-	-	-	-	-	-	-	-	-	-
CA-From Other St. Govt Agencies	-	14	-	-	-	-	-	-	-	-	-	-
Charges for Serives												
Road Maint Expense Reimb	$ 0.04	14	$ -	$ -	$ 16	$ 16	$ 36	$ 36	$ 66	$ 66	$ 66	$ 66
Road Signal Maint Exp Reimb	0.46	14	-	-	213	213	472	472	862	862	862	862
Total Financing Sources			$ -	$ -	$ 229	$ 229	$ 508	$ 508	$ 928	$ 928	$ 928	$ 928
Financing Requirements												
TLMA: Transportation	$ 19.86	14	$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirements			$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Net Annual Surplus/ (Deficit)			$ -	$ -	$ (8,907)	$ (8,907)	$ (19,751)	$ (19,751)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	Factor	Table Ref.	1	2	3	4	5	6	7	8	9	10
Fund Transfer												
General Fund Surplus			$ -	$ -	$ 856,502	$ 852,125	$ 1,892,071	$ 1,882,397	$ 4,279,431	$ 4,262,766	$ 4,246,174	$ 4,229,655
General Fund Transfer to Transportation Fund			-	-	8,907	8,907	19,751	19,751	36,075	36,075	36,075	36,075
Total Financing Sources After Fund Transfer												
Transportation Fund			$ -	$ -	$ 229	$ 229	$ 508	$ 508	$ 928	$ 928	$ 928	$ 928
General Fund Transfer			-	-	8,907	8,907	19,751	19,751	36,075	36,075	36,075	36,075
Total Financing Sources			$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirement			$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Sources			$ -	$ -	$ 9,137	$ 9,137	$ 20,259	$ 20,259	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirements			-	-	9,137	9,137	20,259	20,259	37,003	37,003	37,003	37,003
Net Annual Surplus/ (Deficit) After Fund Transfer			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fiscal Impact to Flood Control Zone 5 Operations												
Financing Sources												
Ad Valorem Tax												
Residential and Non-Residential Basic Tax Adj. for Deflation			$ -	$ -	$ 4,474,855	$ 4,455,235	$ 9,890,546	$ 9,847,180	$ 17,038,342	$ 16,963,637	$ 16,889,260	$ 16,815,208
Total Flood Control Zone 4 Operations Tax	4.6732%	2	$ -	$ -	$ 209,120	$ 208,203	$ 462,207	$ 460,180	$ 796,239	$ 792,748	$ 789,272	$ 785,812
Total Financing Sources			$ -	$ -	$ 209,120	$ 208,203	$ 462,207	$ 460,180	$ 796,239	$ 792,748	$ 789,272	$ 785,812
Financing Requirements			$ -	$ -	$ 209,120	$ 208,203	$ 462,207	$ 460,180	$ 796,239	$ 792,748	$ 789,272	$ 785,812
Total Financing Requirements			$ -	$ -	$ 209,120	$ 208,203	$ 462,207	$ 460,180	$ 796,239	$ 792,748	$ 789,272	$ 785,812
Net Annual Surplus/ (Deficit)			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	11	12	13	14	15	16	17	18	19	20
I. General Fund Financing Sources										
Property Tax	$ 2,244,709	$ 2,234,867	$ 2,225,068	$ 2,215,312	$ 2,205,599	$ 2,195,929	$ 2,186,301	$ 2,176,715	$ 2,167,171	$ 2,157,669
Documentary Transfer Tax	83,707	83,340	82,975	82,611	82,249	81,888	81,529	81,172	80,816	80,462
Property Tax In-Lieu of MVLF	1,388,021	1,381,935	1,375,876	1,369,844	1,363,837	1,357,858	1,351,904	1,345,977	1,340,075	1,334,200
Transient Occupancy Tax	547,500	547,500	547,500	547,500	547,500	547,500	547,500	547,500	547,500	547,500
On-Site Retail Sales and Use Tax	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565
Interest Earnings	22,110	22,030	21,950	21,871	21,793	21,714	21,636	21,558	21,481	21,404
Other Discretionary Revenue	42,229	42,229	42,229	42,229	42,229	42,229	42,229	42,229	42,229	42,229
Total Financing Sources	$ 4,828,841	$ 4,812,466	$ 4,796,164	$ 4,779,932	$ 4,763,772	$ 4,747,683	$ 4,731,664	$ 4,715,716	$ 4,699,837	$ 4,684,028
II. General Fund Financing Requirements										
General Financing Requirements	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371	$ 12,371
Public Protection										
Judicial	25,388	25,388	25,388	25,388	25,388	25,388	25,388	25,388	25,388	25,388
Police Protection	383,818	383,818	383,818	383,818	383,818	383,818	383,818	383,818	383,818	383,818
Detention and Correction	135,303	135,303	135,303	135,303	135,303	135,303	135,303	135,303	135,303	135,303
Fire Protection	-	-	-	-	-	-	-	-	-	-
Protection/Inspection	283	283	283	283	283	283	283	283	283	283
Other Protection	7,056	7,056	7,056	7,056	7,056	7,056	7,056	7,056	7,056	7,056
Public Ways & Facilities	217	217	217	217	217	217	217	217	217	217
Health and Sanitation	48,124	48,124	48,124	48,124	48,124	48,124	48,124	48,124	48,124	48,124
Public Assistance	1,590	1,590	1,590	1,590	1,590	1,590	1,590	1,590	1,590	1,590
Education, Recreation and Cultural Services	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482
Debt Service	-	-	-	-	-	-	-	-	-	-
Total Financing Requirements	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633	$ 615,633
General Fund Fiscal Impact										
Ongoing Surplus/(Deficit)	$ 4,213,209	$ 4,196,834	$ 4,180,531	$ 4,164,300	$ 4,148,140	$ 4,132,050	$ 4,116,032	$ 4,100,083	$ 4,084,204	$ 4,068,395
Surplus/(Deficit) per Unit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Revenue/Cost Ratio	7.84	7.82	7.79	7.76	7.74	7.71	7.69	7.66	7.63	7.61
III. Fiscal Impact to Fire Fund										
Financing Sources	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
Financing Requirements	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265
Net Annual Surplus / (Deficit) before Operating Reserve	$ 569,556	$ 565,449	$ 561,359	$ 557,288	$ 553,234	$ 549,198	$ 545,180	$ 541,179	$ 537,196	$ 533,230
Cumulative Net Impact	$ 3,909,891	$ 4,475,339	$ 5,036,699	$ 5,593,986	$ 2,742,061	$ 3,315,851	$ 3,885,514	$ 4,451,070	$ 5,012,535	$ 6,127,216
IV. Fiscal Impact to Library Fund										
Financing Sources	$ 229,202	$ 228,198	$ 227,197	$ 226,201	$ 225,210	$ 224,222	$ 223,239	$ 222,261	$ 221,286	$ 220,316
Financing Requirements	29,308	29,308	29,308	29,308	29,308	29,308	29,308	29,308	29,308	29,308
Net Annual Surplus / (Deficit)	$ 199,894	$ 198,889	$ 197,889	$ 196,893	$ 195,901	$ 194,914	$ 193,931	$ 192,952	$ 191,978	$ 191,008
V. Fiscal Impact to Transportation Fund										
Financing Sources	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Financing Requirements	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003
Net Annual Surplus / (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
VI. Fiscal Impact to Flood Control Zone 4 Operations										
Financing Sources	$ 782,366	$ 778,936	$ 775,521	$ 772,120	$ 768,735	$ 765,364	$ 762,009	$ 758,668	$ 755,341	$ 752,029
Financing Requirements	782,366	778,936	775,521	772,120	768,735	765,364	762,009	758,668	755,341	752,029
Net Annual Surplus / (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Net Fiscal Impact of Project										
Financing Sources	$ 6,814,233	$ 6,789,316	$ 6,764,508	$ 6,739,809	$ 6,715,218	$ 6,690,735	$ 6,666,359	$ 6,642,090	$ 6,617,928	$ 6,593,871
Financing Requirements	1,831,575	1,828,144	1,824,729	1,821,329	1,817,943	1,814,573	1,811,217	1,807,876	1,804,550	1,801,238
Net Annual Surplus / (Deficit)	$ 4,982,659	$ 4,961,172	$ 4,939,779	$ 4,918,480	$ 4,897,275	$ 4,876,162	$ 4,855,142	$ 4,834,214	$ 4,813,378	$ 4,792,634

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	11	12	13	14	15	16	17	18	19	20
NON-RESIDENTIAL FINANCING SOURCES										
Industrial										
Industrial										
Square Feet (a)	-	-	-	-	-	-	-	-	-	-
Cumulative Square Feet	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000	4,995,000
Assessed Value Additions	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cumulative Employees	3,330	3,330	3,330	3,330	3,330	3,330	3,330	3,330	3,330	3,330
Taxable Sales	-	-	-	-	-	-	-	-	-	-
Indoor Activities										
Square Feet (a)	-	-	-	-	-	-	-	-	-	-
Cumulative Square Feet	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000	216,000
Assessed Value Additions	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cumulative Employees	210	210	210	210	210	210	210	210	210	210
Taxable Sales	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000	37,800,000
Restaurant										
Square Feet	-	-	-	-	-	-	-	-	-	-
Cumulative Square Feet	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Assessed Value Additions	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cumulative Employees	60	60	60	60	60	60	60	60	60	60
Taxable Sales	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000
Hotel										
Number of Beds	-	-	-	-	-	-	-	-	-	-
Assessed Value Additions	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cumulative Employees	125	125	125	125	125	125	125	125	125	125
Taxable Sales	-	-	-	-	-	-	-	-	-	-
Total Non-Residential Assessed Value Additions	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Previous Period Adjusted Assessed Value	1,528,655,312	1,521,952,886	1,515,279,847	1,508,636,067	1,502,021,416	1,495,435,767	1,488,878,994	1,482,350,968	1,475,851,565	1,469,380,659
Deflation Factor	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956	0.9956
Cum. Non-Residential AV Adj. for Deflation Factor of 0.4	$ 1,521,952,886	$ 1,515,279,847	$ 1,508,636,067	$ 1,502,021,416	$ 1,495,435,767	$ 1,488,878,994	$ 1,482,350,968	$ 1,475,851,565	$ 1,469,380,659	$ 1,462,938,124
Total Non-Residential Cumulative Employees	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725
50% of Cumulative Employees	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863
Total Taxable Sales	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000	45,300,000
Non-Residential Property Tax										
Basic Tax Paid - Non-Residential	$ 15,219,529	$ 15,152,798	$ 15,086,361	$ 15,020,214	$ 14,954,358	$ 14,888,790	$ 14,823,510	$ 14,758,516	$ 14,693,807	$ 14,629,381
Non-Res. Unsecured Prop. Tax as a % of Secured	$ 1,521,953	$ 1,515,280	$ 1,508,636	$ 1,502,021	$ 1,495,436	$ 1,488,879	$ 1,482,351	$ 1,475,852	$ 1,469,381	$ 1,462,938
Total Non-Residential Property Tax	$ 2,244,709	$ 2,234,867	$ 2,225,068	$ 2,215,312	$ 2,205,599	$ 2,195,929	$ 2,186,301	$ 2,176,715	$ 2,167,171	$ 2,157,669
Total Residential and Non-Residential Property Tax	$ 2,244,709	$ 2,234,867	$ 2,225,068	$ 2,215,312	$ 2,205,599	$ 2,195,929	$ 2,186,301	$ 2,176,715	$ 2,167,171	$ 2,157,669
Non-Residential Documentary Transfer Tax										
Non-Residential Property Turnover Rate	$ 76,097,644	$ 75,763,992	$ 75,431,803	$ 75,101,071	$ 74,771,788	$ 74,443,950	$ 74,117,548	$ 73,792,578	$ 73,469,033	$ 73,146,906
Transfer Tax as a % of Price	83,707	83,340	82,975	82,611	82,249	81,888	81,529	81,172	80,816	80,462
Total Non-Residential Documentary Transfer Tax	$ 83,707	$ 83,340	$ 82,975	$ 82,611	$ 82,249	$ 81,888	$ 81,529	$ 81,172	$ 80,816	$ 80,462
Total Residential and Non-Residential Documentary Transfer Tax	$ 83,707	$ 83,340	$ 82,975	$ 82,611	$ 82,249	$ 81,888	$ 81,529	$ 81,172	$ 80,816	$ 80,462
Structural Fire Tax										
Total Basic Tax Paid - Residential and Non-Residential	$ 16,741,482	$ 16,668,078	$ 16,594,997	$ 16,522,236	$ 16,449,793	$ 16,377,669	$ 16,305,861	$ 16,234,367	$ 16,163,187	$ 16,092,319
Total Structural Fire Tax	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
On-Site Sales Tax										
Sales Tax (@1% of Taxable Sales)	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000	$ 453,000
Use Tax (@10.5% of Sales Tax)	47,565	47,565	47,565	47,565	47,565	47,565	47,565	47,565	47,565	47,565
Total On-Site Sales Tax Allocated to County	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565	$ 500,565
MOTOR VEHICLE LICENSE FEES										
Assessed Value Adjusted for Deflation										
Residential	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non-Residential	1,521,952,886	1,515,279,847	1,508,636,067	1,502,021,416	1,495,435,767	1,488,878,994	1,482,350,968	1,475,851,565	1,469,380,659	1,462,938,124
Total Assessed Value	$ 1,521,952,886	$ 1,515,279,847	$ 1,508,636,067	$ 1,502,021,416	$ 1,495,435,767	$ 1,488,878,994	$ 1,482,350,968	$ 1,475,851,565	$ 1,469,380,659	$ 1,462,938,124
Motor Vehicle License Fees	$ 1,388,021	$ 1,381,935	$ 1,375,876	$ 1,369,844	$ 1,363,837	$ 1,357,858	$ 1,351,904	$ 1,345,977	$ 1,340,075	$ 1,334,200
OTHER GENERAL FUND DISCRETIONARY REVENUE										
Franchises	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856	$ 28,856
Fee-POC Transaction	52	52	52	52	52	52	52	52	52	52
Fine-Traffic Motor Vehicle MC	3,480	3,480	3,480	3,480	3,480	3,480	3,480	3,480	3,480	3,480
Health-Safety Fees	-	-	-	-	-	-	-	-	-	-
Fine-Traffic School	4,299	4,299	4,299	4,299	4,299	4,299	4,299	4,299	4,299	4,299
AB 233 Realignment	-	-	-	-	-	-	-	-	-	-
Other Fines	1,198	1,198	1,198	1,198	1,198	1,198	1,198	1,198	1,198	1,198
Penalties & Int On Del Taxes	2,109	2,109	2,109	2,109	2,109	2,109	2,109	2,109	2,109	2,109
Penalties & Int - Del Tax	1,945	1,945	1,945	1,945	1,945	1,945	1,945	1,945	1,945	1,945
Teeter Overflow	-	-	-	-	-	-	-	-	-	-
Court Fees & Costs	264	264	264	264	264	264	264	264	264	264
Superior Court Fees	26	26	26	26	26	26	26	26	26	26
Rebates & Refunds	1	1	1	1	1	1	1	1	1	1
Total Other General Fund Discretionary Revenue	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229	$ 42,229
INTEREST EARNINGS										
County Share of Residential and Non-Res. Prop. Tax	$ 2,244,709	$ 2,234,867	$ 2,225,068	$ 2,215,312	$ 2,205,599	$ 2,195,929	$ 2,186,301	$ 2,176,715	$ 2,167,171	$ 2,157,669
Documentary Transfer Tax	83,707	83,340	82,975	82,611	82,249	81,888	81,529	81,172	80,816	80,462
Net On-Site Sales and Use Tax	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565	500,565
Total Revenue Generating Interest Earnings	$ 2,828,982	$ 2,818,773	$ 2,808,608	$ 2,798,489	$ 2,788,413	$ 2,778,382	$ 2,768,395	$ 2,758,452	$ 2,748,552	$ 2,738,696
Total Interest Earnings	$ 22,110	$ 22,030	$ 21,950	$ 21,871	$ 21,793	$ 21,714	$ 21,636	$ 21,558	$ 21,481	$ 21,404

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	11	12	13	14	15	16	17	18	19	20
POLICE PHASING										
Cumulative Employees	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725	3,725
50% of Cumulative Employees	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863	1,863
Staffing Service Standard Sworn Officer per 1,000 residents	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Sworn Officers Required	2	2	2	2	2	2	2	2	2	2
Police Costs	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818	$ 383,818
FISCAL IMPACT TO OTHER COUNTY FUNDS										
Fiscal Impact to Fire Fund										
Financing Sources										
Ad Valorem Tax										
Residential and Non-Residential Basic Tax	$ 16,741,482	$ 16,668,078	$ 16,594,997	$ 16,522,236	$ 16,449,793	$ 16,377,669	$ 16,305,861	$ 16,234,367	$ 16,163,187	$ 16,092,319
Total Structural Fire Tax	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
Total Financing Requirements	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
Net Annual Surplus (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Additional Financing Sources										
Cumulative Units	-	-	-	-	-	-	-	-	-	-
Cumulative Non-Residential Square Feet	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000	5,241,000
Residential	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non Residential Sq. Ft.	-	-	-	-	-	-	-	-	-	-
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Financing Sources										
Structural Fire Tax	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
Total Financing Sources	**$ 936,821**	**$ 932,713**	**$ 928,624**	**$ 924,552**	**$ 920,498**	**$ 916,463**	**$ 912,444**	**$ 908,444**	**$ 904,461**	**$ 900,495**
Total Financing Sources	$ 936,821	$ 932,713	$ 928,624	$ 924,552	$ 920,498	$ 916,463	$ 912,444	$ 908,444	$ 904,461	$ 900,495
Total Financing Requirements	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265	367,265
Net Annual Surplus (Deficit) After Additional Sources	**$ 569,556**	**$ 565,449**	**$ 561,359**	**$ 557,288**	**$ 553,234**	**$ 549,198**	**$ 545,180**	**$ 541,179**	**$ 537,196**	**$ 533,230**
Cumulative Net Impact	**$ 3,909,891**	**$ 4,475,339**	**$ 5,036,699**	**$ 5,593,986**	**$ 2,742,061**	**$ 3,315,851**	**$ 3,885,514**	**$ 4,451,070**	**$ 5,012,535**	**$ 6,127,216**
Fiscal Impact to Library Fund										
Financing Sources										
Ad Valorem Tax										
Residential and Non-Residential Basic Tax	$ 16,741,482	$ 16,668,078	$ 16,594,997	$ 16,522,236	$ 16,449,793	$ 16,377,669	$ 16,305,861	$ 16,234,367	$ 16,163,187	$ 16,092,319
Total County Library Tax	$ 229,171	$ 228,166	$ 227,166	$ 226,170	$ 225,178	$ 224,191	$ 223,208	$ 222,229	$ 221,255	$ 220,285
Fines and Forfeitures										
Library Fines and Fees	$ 31	$ 31	$ 31	$ 31	$ 31	$ 31	$ 31	$ 31	$ 31	$ 31
Total Financing Sources	$ 229,202	$ 228,198	$ 227,197	$ 226,201	$ 225,210	$ 224,222	$ 223,239	$ 222,261	$ 221,286	$ 220,316
Financing Requirements										
Library Services	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308
Total Financing Requirements	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308	$ 29,308
Net Annual Surplus/ (Deficit)	$ 199,894	$ 198,889	$ 197,889	$ 196,893	$ 195,901	$ 194,914	$ 193,931	$ 192,952	$ 191,978	$ 191,008
Fiscal Impact to Transportation Fund										
Financing Sources										
Intergovernmental										
CA-HWY User/Gas Tax Sec 2104A	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CA-HWY User/Gas Tax Sec 2104B	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2103	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2104C	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas SB1 Sec 2103	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2104DEF	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2105	-	-	-	-	-	-	-	-	-	-
CA-HWY User/Gas Tax Sec 2106	-	-	-	-	-	-	-	-	-	-
CA-From Other St. Govt Agencies	-	-	-	-	-	-	-	-	-	-
Charges for Serives										
Road Maint Expense Reimb	$ 66	$ 66	$ 66	$ 66	$ 66	$ 66	$ 66	$ 66	$ 66	$ 66
Road Signal Maint Exp Reimb	862	862	862	862	862	862	862	862	862	862
Total Financing Sources	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928
Financing Requirements										
TLMA: Transportation	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirements	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Net Annual Surplus/ (Deficit)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)	$ (36,075)

Table 16 - Phasing Analysis Detail
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	11	12	13	14	15	16	17	18	19	20
Fund Transfer										
General Fund Surplus	$ 4,213,209	$ 4,196,834	$ 4,180,531	$ 4,164,300	$ 4,148,140	$ 4,132,050	$ 4,116,032	$ 4,100,083	$ 4,084,204	$ 4,068,395
General Fund Transfer to Transportation Fund	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075
Total Financing Sources After Fund Transfer										
Transportation Fund	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928	$ 928
General Fund Transfer	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075	36,075
Total Financing Sources	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirement	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Sources	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003	$ 37,003
Total Financing Requirements	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003	37,003
Net Annual Surplus/ (Deficit) After Fund Transfer	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fiscal Impact to Flood Control Zone 5 Operations										
Financing Sources										
Ad Valorem Tax										
Residential and Non-Residential Basic Tax	$ 16,741,482	$ 16,668,078	$ 16,594,997	$ 16,522,236	$ 16,449,793	$ 16,377,669	$ 16,305,861	$ 16,234,367	$ 16,163,187	$ 16,092,319
Total Flood Control Zone 4 Operations Tax	$ 782,366	$ 778,936	$ 775,521	$ 772,120	$ 768,735	$ 765,364	$ 762,009	$ 758,668	$ 755,341	$ 752,029
Total Financing Sources	$ 782,366	$ 778,936	$ 775,521	$ 772,120	$ 768,735	$ 765,364	$ 762,009	$ 758,668	$ 755,341	$ 752,029
Financing Requirements	$ 782,366	$ 778,936	$ 775,521	$ 772,120	$ 768,735	$ 765,364	$ 762,009	$ 758,668	$ 755,341	$ 752,029
Total Financing Requirements	$ 782,366	$ 778,936	$ 775,521	$ 772,120	$ 768,735	$ 765,364	$ 762,009	$ 758,668	$ 755,341	$ 752,029
Net Annual Surplus/ (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Table 17 - Phasing Analysis Summary
Proposed Land Use Plan
Beaumont Pointe
October 5, 2023

	Years 1-5	Years 6-10	Years 11-15	Years 15-20	Buildout Year 20	5-Years After Buildout Year 25	10-Years After Buildout Year 30
Period	5 Years	5 Years	5 Years	5 Years	1 Year	1 Year	1 Year
I. General Fund Financing Sources							
Property Tax	$ 2,523,483	$ 10,398,442	$ 11,125,556	$ 10,883,784	$ 2,157,669	$ 2,110,780	$ 2,064,910
Documentary Transfer Tax	94,103	387,768	414,883	405,867	80,462	78,713	77,003
Property Tax In-Lieu of MVLF	1,560,402	6,429,901	6,879,513	6,730,013	1,334,200	1,305,206	1,276,842
Transient Occupancy Tax	-	2,190,000	2,737,500	2,737,500	547,500	547,500	547,500
On-Site Retail Sales and Use Tax	-	2,002,260	2,502,825	2,502,825	500,565	500,565	500,565
Interest Earnings	20,457	99,947	109,754	107,794	21,404	21,024	20,652
Other Discretionary Revenue	43,974	192,036	211,144	211,144	42,229	42,229	42,229
Total Financing Sources	$ 4,242,420	$ 21,700,354	$ 23,981,176	$ 23,578,927	$ 4,684,028	$ 4,606,017	$ 4,529,701
General Fund Financing Requirements							
General Financing Requirements	$ 12,882	$ 56,255	$ 61,853	$ 61,853	$ 12,371	$ 12,371	$ 12,371
Public Protection							
Judicial	26,438	115,453	126,941	126,941	25,388	25,388	25,388
Police Protection	400,327	1,745,755	1,919,092	1,919,092	383,818	383,818	383,818
Detention and Correction	140,895	615,291	676,515	676,515	135,303	135,303	135,303
Fire Protection	-	-	-	-	-	-	-
Protection/Inspection	295	1,286	1,414	1,414	283	283	283
Other Protection	7,347	32,086	35,279	35,279	7,056	7,056	7,056
Public Ways & Facilities	226	989	1,087	1,087	217	217	217
Health and Sanitation	50,114	218,846	240,622	240,622	48,124	48,124	48,124
Public Assistance	1,655	7,230	7,949	7,949	1,590	1,590	1,590
Education, Recreation and Cultural Services	1,543	6,739	7,410	7,410	1,482	1,482	1,482
Debt Service	-	-	-	-	-	-	-
Total Financing Requirements	$ 641,722	$ 2,799,930	$ 3,078,163	$ 3,078,163	$ 615,633	$ 615,633	$ 615,633
General Fund Fiscal Impact							
Ongoing Surplus/(Deficit)	$ 3,600,698	$ 18,900,424	$ 20,903,013	$ 20,500,765	$ 4,068,395	$ 3,990,384	$ 3,914,068
Revenue/Cost Ratio	6.61	7.75	7.79	7.66	7.61	7.48	7.36
II. Fiscal Impact to Fire Fund							
Financing Sources	$ 1,053,166	$ 4,339,750	$ 4,643,209	$ 4,542,306	$ 900,495	$ 880,926	$ 861,782
Financing Requirements	382,444	1,670,138	1,836,323	1,836,323	367,265	367,265	367,265
Net Annual Surplus / (Deficit)	$ 670,722	$ 2,669,613	$ 2,806,885	$ 2,705,983	$ 533,230	$ 513,661	$ 494,518
III. Fiscal Impact to Library Fund							
Financing Sources	$ 257,665	$ 1,061,760	$ 1,136,008	$ 1,111,325	$ 220,316	$ 215,529	$ 210,846
Financing Requirements	30,520	133,279	146,541	146,541	29,308	29,308	29,308
Net Annual Surplus / (Deficit)	$ 227,145	$ 928,481	$ 989,467	$ 964,784	$ 191,008	$ 186,221	$ 181,538
IV. Fiscal Impact to Transportation Fund							
Financing Sources	$ 38,532	$ 168,271	$ 185,015	$ 185,015	$ 37,003	$ 37,003	$ 37,003
Financing Requirements	38,532	168,271	185,015	185,015	37,003	37,003	37,003
Net Annual Surplus / (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
V. Fiscal Impact to Flood Control Zone 5 Operations							
Financing Sources	$ 879,530	$ 3,624,251	$ 3,877,678	$ 3,793,411	$ 752,029	$ 735,687	$ 719,699
Financing Requirements	879,530	3,624,251	3,877,678	3,793,411	752,029	735,687	719,699
Net Annual Surplus / (Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
VI. Net Fiscal Impact of Project							
Financing Sources	$ 6,471,313	$ 30,894,387	$ 33,823,085	$ 33,210,984	$ 6,593,871	$ 6,475,162	$ 6,359,032
Financing Requirements	1,972,748	8,395,869	9,123,720	9,039,453	1,801,238	1,784,895	1,768,908
Net Annual Surplus / (Deficit)	$ 4,498,566	$ 22,498,518	$ 24,699,365	$ 24,171,531	$ 4,792,634	$ 4,690,267	$ 4,590,124

BEAUMONT POINTE SPECIFIC PLAN
SP2019-0003

CITY OF BEAUMONT

PUBLIC HEARING DRAFT

SEPTEMBER 2023

BEAUMONT POINTE SPECIFIC PLAN

SP2019-003

CITY OF BEAUMONT

PUBLIC HEARING DRAFT | SEPTEMBER 2023

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CHAPTER 1

INTRODUCTION

CHAPTER ONE establishes the goals and purposes of this Specific Plan, its physical context, its relationship to other regulations and planning documents, and its development goals.

1.1 PROJECT VISION

1.2 PROJECT SUMMARY

1.3 PROJECT LOCATION

1.4 SURROUNDING LAND USES & DEVELOPMENT

1.5 DOCUMENT PURPOSE

1.6 SPECIFIC PLAN FORMAT

1.7 PLANNING APPROACH

18 SPECIFIC PLAN GOALS

1.9 DISCRETIONARY ACTIONS AND APPROVALS

1 | INTRODUCTION

1.1 PROJECT VISION

The BEAUMONT POINTE SPECIFIC PLAN provides for the development of up to 5,331,000 square foot state-of-the-art employment and retail entertainment center on 539.9 acres located in the City of Beaumont Sphere of Influence, Riverside County, California. The BEAUMONT POINTE SPECIFIC PLAN is designed as a place where businesses can prosper, and attract economic investment to the City of Beaumont, while providing entertainment, services, and job opportunities to the surrounding community and the region. BEAUMONT POINTE SPECIFIC PLAN provides up to 232.6 acres of Industrial development; the 30.2 acres comprising "The Experience at Beaumont Pointe" offers the community Recreation Commercial, Retail and Hospitality land uses. Additionally, the Specific Plan includes 124.7 acres of Open Space, and 152.4 acres of Open Space - Conservation anticipated to be conveyed to the Western Riverside County Regional Conservation Authority (RCA), pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). At the time this Specific Plan was prepared, the property was located outside of the City of Beaumont's boundary but within the City's Sphere of Influence. As part of the Project, an application to the Local Agency Formation Commission (LAFCO) was submitted for Annexation of the Specific Plan into the City of Beaumont.

The mix of land uses established by the BEAUMONT POINTE SPECIFIC PLAN are designed to attract new businesses to the City of Beaumont by providing opportunities for the establishment or expansion of industrial, light manufacturing, as well as recreation commercial, retail and hospitality uses. Increased employment opportunities for the City's residents improves the City's jobs-to-housing balance, reduces residents' commute times, and the addition of retail, recreation and hospitality uses contribute to the City's sales tax base.

"The Experience at Beaumont Pointe" includes a combination of hospitality, restaurant, and recreation commercial uses and is designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail. A tree-lined "Promenade" featuring water features, outdoor living room seating areas, and shading devices serves as the organizing spine of the project. The "Promenade" takes users from the hotel at one end, through each area to the next, past the "Activities Park", to its termination at a large climbing wall that has both indoor and outdoor climbing experiences. The "Activities Park" serves as the focal point of "The Experience at Beaumont Pointe", and consists of landscaping, seating, video screen walls, and programming provided by the Commercial Developer for wellness activities such as yoga, movies on the lawn, and "biergarten" games. The retail-use buildings feature large façade openings with large doors, to allow a dynamic interaction of indoor / outdoor activities and varied uses to spill out onto the "Promenade" and park areas. Potential activity and recreation-based retail uses proposed includes indoor go-karting, stationary surf wave pools, indoor trampoline parks, ninja obstacle course gyms, climbing gyms, training facilities, and various athletic and wellness studios. A cluster of restaurants with patio dining face the "Activities Park" and shelter it from the parking areas. The spaces between the restaurants serve as seating areas and portals into the project from the parking field.

1.2 PROJECT SUMMARY

Located along the northeastern flanks of the Badlands of the San Jacinto Mountains, approximately 277.1 acres (51%) of the BEAUMONT POINTE SPECIFIC PLAN is designated for two Open Space land uses. Approximately 124.7 acres are designated "Open Space" to accommodate manufactured slopes, fuel modification areas and provide a buffer between the development area and the natural open space. Approximately 152.4 acres of the site are designated "Open Space - Conservation" and will be conveyed to the RCA, pursuant to the MSHCP, for preservation to augment existing, adjacent conserved lands in this part of Riverside County.

This Specific Plan guides development of BEAUMONT POINTE by establishing the distribution, location and extent of the uses of land, within the area covered by the plan. The Specific Plan provides land use designations, infrastructure plans, development standards, and design guidelines which address permitted uses, building placement, architectural style, landscaping materials and other design elements. The design elements create visual interest, unity, and thematic consistency through the use of complementary exterior building materials, colors, wall and façade treatments. In addition, a landscaping program for the entire BEAUMONT POINTE SPECIFIC PLAN ties together the hardscape and softscape elements of the various built environments to create a cohesive visual character which blends this employment and entertainment center into the fabric of the Beaumont community. The project design features contemporary architecture, lighting and super graphics, along with building façades and uses planned to attract a multi-generational demographic to the site for years to come.

Local access and connection to the regional transportation network is provided via a proposed extension of 4th Street, which connects the project site to Potrero Boulevard. In addition to roads, master-planned on-site infrastructure improvements include potable water, wastewater, reclaimed water lines, and stormwater management, including water quality management/ flood control systems. The Specific Plan ensures that necessary roads, utilities, landscape elements, and other infrastructure facilities are installed when needed to accommodate the needs of the Specific Plan as it builds out.

Table 1-1, *Land Use Summary* identifies the General Plan Land Use Designations within the BEAUMONT POINTE SPECIFIC PLAN.

Table 1-1 LAND USE SUMMARY

LAND USE DESIGNATION	ACRES	MAXIMUM BUILDING SQUARE FOOTAGE
GENERAL COMMERCIAL	30.2	246,000[1]
INDUSTRIAL	232.6	4,995,000
OPEN SPACE	124.7	N/A
OPEN SPACE - CONSERVATION	152.4	N/A
PROJECT TOTAL	539.9	5,241,000[1]

Note 1: The General Commercial area (PA 1 and 2) is anticipated to also include a 125-room limited-service hotel (approximately 90,000 square feet). The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the commercial site estimates General Commercial traffic based on square footage, while the hotels are analyzed based on the number of rooms. This 90,000 sf is counted towards the project total square footage of 5,331,000.

1.3 PROJECT LOCATION

As shown on Figure 1-1, *Regional Map*, and Figure 1-2, *Vicinity Map*, the Beaumont Pointe Specific Plan is located at the western edge 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. Located along the south side of the CA-60 (Moreno Valley Freeway), access to the regional transportation system via Potrero Boulevard from the site is provided via 4th Street. Access to CA-60 Freeway is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. No direct access to the site is provided via CA-60. The site is approximately 2.5 miles west of the junction of CA-60 Freeway and Interstate 10, 3 miles west from the westbound on-ramp of the Interstate 10 Freeway at Oak Valley Parkway via Potrero Boulevard, and 14 miles east of Interstate 215.

1.4 SURROUNDING LAND USES AND DEVELOPMENT

As shown on Figure 1-3, *Surrounding Land Uses, and Figure 1-4, Existing Topographic Map,* the site is nestled in the rolling topography of the northern terminus of the San Jacinto Mountains as they transition into the San Gorgonio Pass and the right of way of CA-60 Freeway. The existing topography of the site consists of low rolling hills and canyons, ranging in elevation between the 2,300 and 2,450-foot contours (Mean Sea Level). The Hidden Canyon industrial development is located directly to the east between BEAUMONT POINTE and Potrero Boulevard. The mountainous area to the west and to the south/southwest of the site are within the MSHCP, with rural mountainous lands directly to the south/southeast. Also to the south of the site is the private residence of Hoy Ranch (labeled Hoyt on some figures). On the north side of the freeway lies San Timoteo Creek, and the mainline of the Union Pacific/BNSF Railroad. Beyond the railroad right of way is Oak Valley Parkway, the Oak Valley Golf Course and the residential neighborhoods of the Fairway Canyon, Tournament Hills, and Olivewood communities.

1.5 DOCUMENT PURPOSE

Authorized by California Government Code § 65450 et seq., a Specific Plan is a tool that is used for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. As such, this document provides the City of Beaumont with policies and regulations to ensure efficient, orderly development of the subject property in accordance with the City's adopted General Plan.

The BEAUMONT POINTE SPECIFIC PLAN establishes standards for the development of a master planned industrial and general commercial center in the City of Beaumont. This Specific Plan includes regulations relative to land uses and building intensity, as well as design guidelines that are intended to provide for innovation in architecture, landscaping, and building arrangements, as future implementing projects are proposed to develop the Specific Plan. All future implementing actions (Plot Plans, Conditional Use Permits, Subdivision Maps, and other entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the Implementation Regulations and Design Guidelines set forth in this document, unless otherwise determined by the Community Development Director. Implementation Regulations of this Specific Plan consist of the General Development Criteria, Infrastructure Improvement Standards, Permitted and Conditionally Permitted Uses, Development Standards, and Planning Area (PA) Standards which constitute the zoning regulations for the BEAUMONT POINTE Specific Plan. If any section, clause, phrase, or portion of this document is for any reason to be invalid by the decision

of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portion of this Specific Plan.

1.6 SPECIFIC PLAN FORMAT

The BEAUMONT POINTE SPECIFIC PLAN is divided into the following sections: 1) Introduction; 2) Development Plan; 3) Development Standards; 4) Design Guidelines; and 5) Implementation Plan. This BEAUMONT POINTE SPECIFIC PLAN has been prepared to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required content of a Specific Plan, and mandate consistency with the General Plan. According to § 65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the Specific Plan;
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the Specific Plan;
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
4. A program of implementation measures including regulations, programs, public works projects, and financing measures; and
5. A statement of the relationship of the Specific Plan to the General Plan.

California state law also provides for the inclusion of any other subject that, in the judgement of the local planning agency, is deemed necessary or desirable to implement the General Plan, such as architectural or landscaped design guidelines.

In response to government requirements, this Specific Plan has been prepared to provide the essential link to the policies of the City of Beaumont General Plan. By functioning as a regulatory document, the BEAUMONT POINTE SPECIFIC PLAN provides a means of implementing and detailing the City's General Plan and tailoring its policies to the subject property. In this regard, all future implementing projects are required to be generally consistent with the Implementation Regulations and Design Guidelines set forth in this document. This Specific Plan is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision for infrastructure improvements. Additionally, a Sign Program for the BEAUMONT POINTE Specific Plan has been prepared as a separate document to accompany the Specific Plan. The BEAUMONT POINTE Sign Program (Sign Program) shall provide adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses. The BEAUMONT POINTE SPECIFIC PLAN also ensures that new development meets or exceeds City standards for environmental protection, infrastructure, and aesthetic quality.

1.7 PLANNING APPROACH

The BEAUMONT POINTE SPECIFIC PLAN was created using an integrated, multi-disciplinary approach. The team assembled to undertake this project included the City, land planners, civil engineers, environmental resource specialists, historians, architects, landscape architects, geotechnical specialists, hydrology specialists, and market analysts. This team worked together to create a comprehensive development plan for the site that is consistent with the planned and proposed future land uses of surrounding property and responds to development, commercial and population trends in the City of Beaumont. The team also took great care to ensure that the development plan is consistent with the recommendation and requirements set forth by the City of Beaumont General Plan.

1.8 SPECIFIC PLAN GOALS

Many important issues were thoroughly examined and considered during the preparation of this Specific Plan. Engineering feasibility, market acceptance, economic viability, City General Plan goals, and local community goals were all considered during the planning process. To ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of this Specific Plan, planning and development goals for the community have been established and supported by extensive analysis. With these specific goals in mind, the following goals have been established for the BEAUMONT POINTE SPECIFIC PLAN:

- Create a Specific Plan for the development of a state-of-the-art commercial and industrial land uses that accommodates a variety of modern industrial, business, hospitality and commercial activities.
- Provide opportunities for positive economic benefit to the City, including new revenues which can be used for vital City services.
- Anticipate market demand by providing a mixture of industrial and commercial land uses in a master-planned cohesive development that will be marketable and financially viable within the evolving economic profile of the City of Beaumont.
- Provide a mix of industrial and commercial land uses that create new job opportunities, new hospitality, entertainment and retail uses for the enjoyment of the residents and visitors to the City of Beaumont.
- Create a focal point of employment within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the local workforce to commute long distances.
- Locate businesses that rely on transportation efficiency in a location with superior access to the local and regional transportation network.
- Identify capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities that serve planned land uses within and adjacent to the BEAUMONT POINTE SPECIFIC PLAN.
- Provide for the permanent conservation of open space habitat along the property's western and southern boundaries in a configuration consistent with the MSHCP requirements.

- Establish a unified thematic concept for the BEAUMONT POINTE SPECIFIC PLAN through design elements such as architecture, monumentation, theme walls, and landscaping using a long-range comprehensive planning approach that cannot be accomplished on a parcel-by-parcel basis.

- Create a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources.

1.9 DISCRETIONARY ACTIONS AND APPROVALS

This Specific Plan has been prepared under the authority of the City of Beaumont Planning Department, which is also the Lead Agency for the Specific Plan approvals. This document will be used by the City in connection with the following decisions:

Riverside Local Agency Formation Commission (LAFCO)

- Annexation of the Specific Plan site from unincorporated Riverside County into the City of Beaumont.
- Annexation of the Specific Plan site into the Beaumont-Cherry Valley Water District.

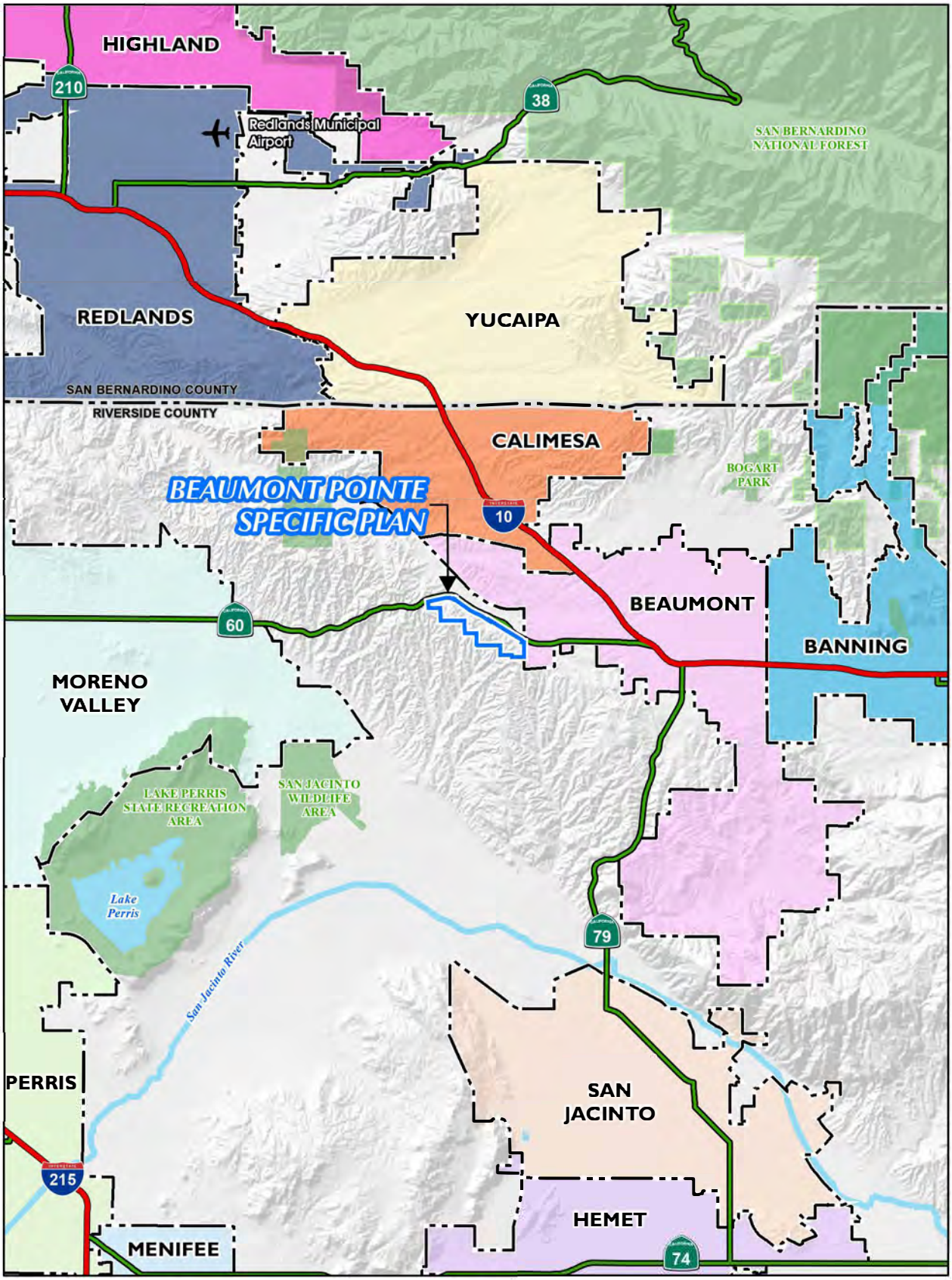
CITY OF BEAUMONT PLANNING COMMISSION

- Recommendation to the City Council regarding certification of the Project EIR (ENV2019-0008).
- Recommendation to the City Council adopt the General Plan Amendment No. PLAN2019-0284 by Resolution.
- Recommendation to the City Council regarding the adoption Pre-zoning of Specific Plan No. SP2019-0003 by Ordinance.
- Recommendation to the City Council regarding the Adoption of a Pre-Annexation and Development Agreement.
- Recommendation to the City Council regarding approval of Subdivision Map(s).
- Vacation of Jack Rabbit Trail right of way.

City of Beaumont City Council

- Certification of the Project EIR (ENV2019-0008).
- Adoption by Resolution of General Plan Amendment No. PLAN2019-0284.
- Adoption by Ordinance of Pre-Zoning Specific Plan No. SP2019-0003.
- Approval by Ordinance of a Pre-Annexation and Development Agreement.
- Approval of Subdivision Map(s).
- Vacation of Jack Rabbit Trail right of way.

Subsequent discretionary actions may include, but not be limited to, annexations, final maps, Conditional Use Permits, Plot Plans, subdivision maps, use permits, grading permits, water and sewer system approvals, encroachment permits, and state and federal resource agency permits and approvals.

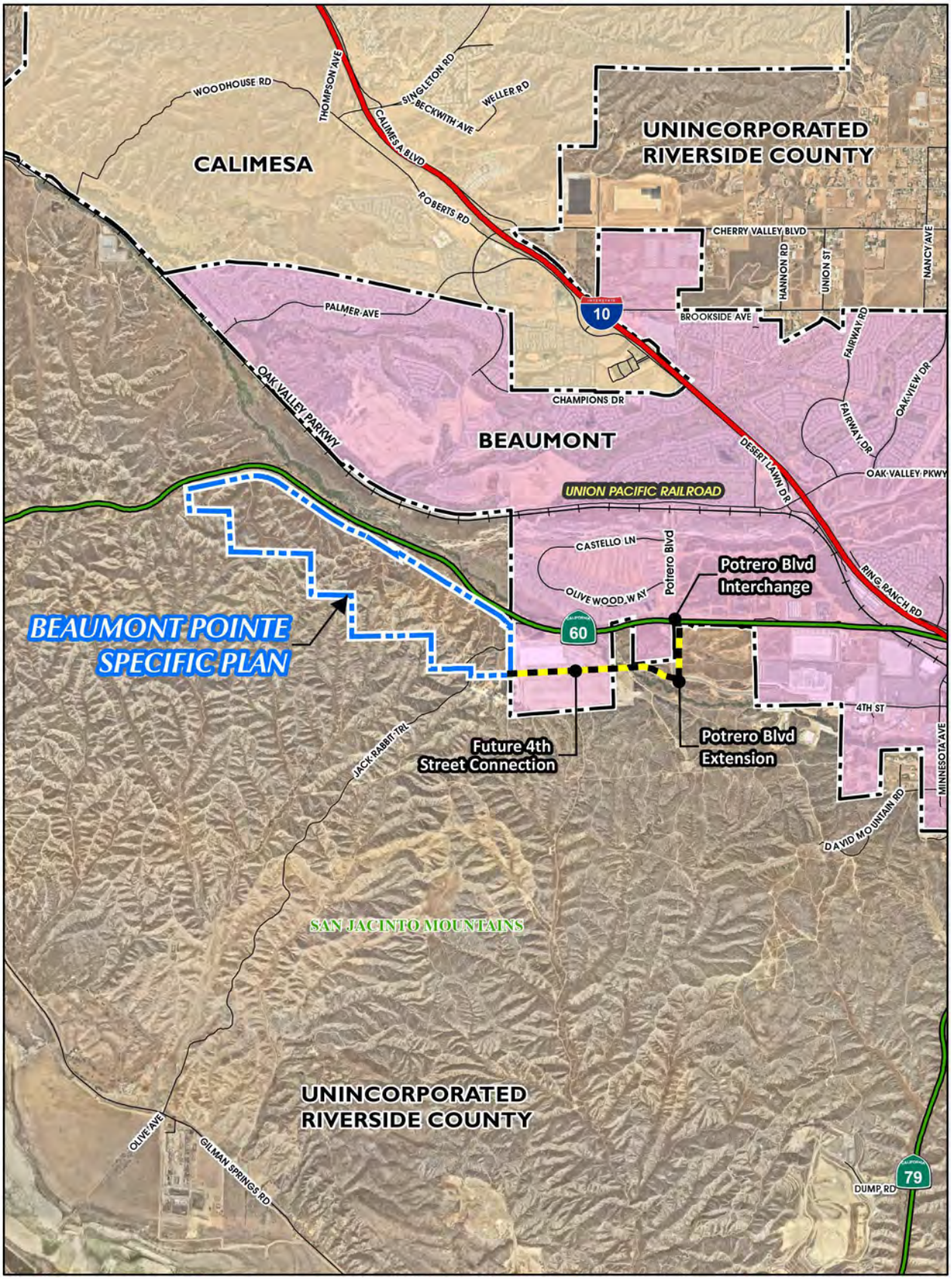


Source(s): ESRI, RCTLMA (2021), SB County (2020), Nearmap (2021), National Forest Service (2021)

0 0.75 1.5 3 Miles

Figure 1-1

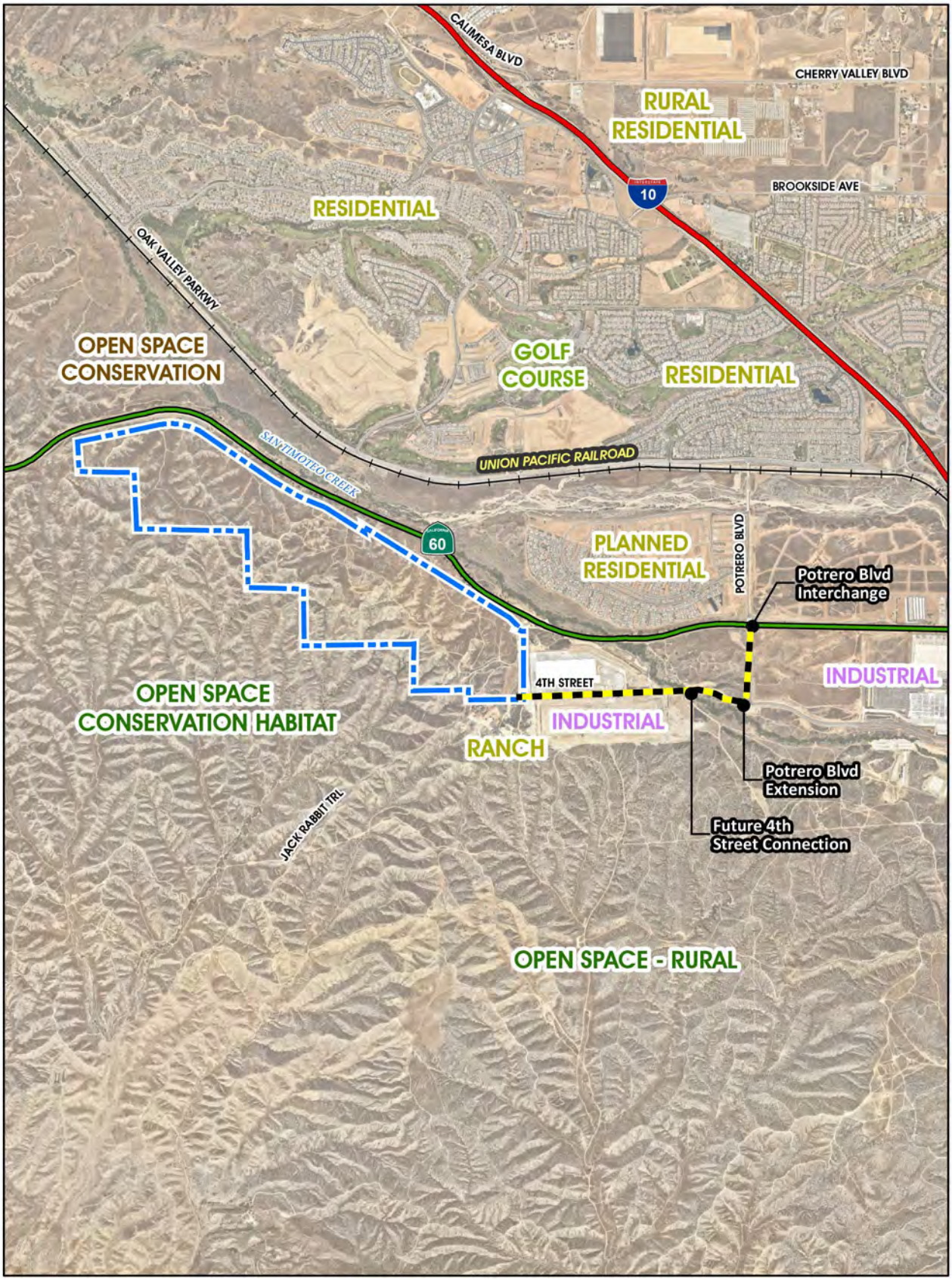
Regional Map



Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2021)

Figure 1-2

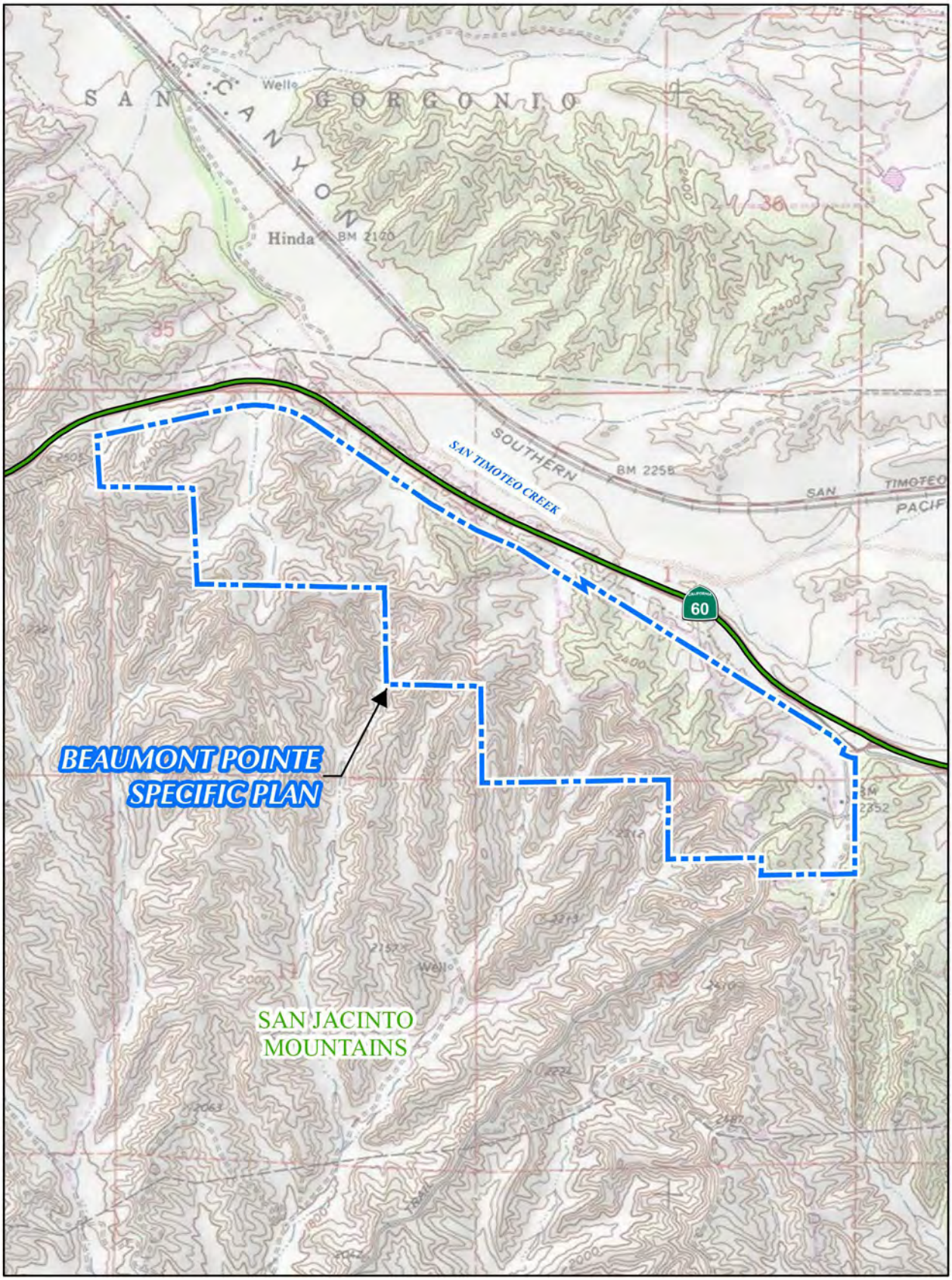
Vicinity Map



Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2021)

Figure 1-3

Surrounding Land Uses Map



Source(s): USGS (2013)

Figure 1-4

Topographic Map

CHAPTER 2

DEVELOPMENT PLAN

CHAPTER TWO provides descriptions of the BEAUMONT POINTE Land Use Plan, the circulation system, and the plans for infrastructure including, but not limited to potable water, reclaimed water, sewer, drainage, grading, and fire protection.

2.1 LAND USE PLAN

2.2 CIRCULATION PLAN

2.3 POTABLE WATER PLAN

2.4 RECLAIMED WATER PLAN

2.5 SEWER PLAN

2.6 DRAINAGE AND WATER QUALITY PLAN

2.7 GRADING PLAN

2.8 OPEN SPACE PLAN

2.9 FIRE PROTECTION PLAN

2 | DEVELOPMENT PLAN

2.1 LAND USE PLAN

2.1.1 DEVELOPMENT CONCEPT

The BEAUMONT POINTE SPECIFIC PLAN establishes a mixture of Industrial, General Commercial, Open Space, and Open Space - Conservation Land Uses on 539.9 acres, providing approximately 5,331,000 sf of industrial and light manufacturing, as well as hospitality, restaurants, retail, office and recreation uses, and other employment opportunities. BEAUMONT POINTE is envisioned as a regional employment and entertainment center which will attract economic investment to the City of Beaumont, while providing a unique mixture of goods, services, recreation and job opportunities that will attract City residents and others from around Riverside County.

The Industrial Land Use Designation encompasses a total of 232.6 acres of the Specific Plan, with a total maximum of up to 4,995,000-square feet of industrial and light manufacturing space permitted across six Planning Areas. Buildings in Planning Areas 3-8 are envisioned to range in size from approximately 35,000-square feet up to approximately 1,379,000-square feet and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse, and e-commerce operations. The full list of uses Permitted and Conditionally Permitted in these Planning Areas is provided in Chapter 3 (*Development Standards*).

The BEAUMONT POINTE SPECIFIC PLAN also establishes the 30.2-acre General Commercial designated area in Planning Areas 1 and 2, named "The Experience at Beaumont Pointe". Envisioned as a premier, state-of-the-art recreation, restaurant, and hospitality destination within the City of Beaumont, "The Experience at Beaumont Pointe" combines these uses within a cohesive and carefully designed architectural and landscape theme.

The combination of Industrial and General Commercial land uses within the BEAUMONT POINTE SPECIFIC PLAN results in the creation of new job opportunities for local residents (thereby reducing their commute distances), assists the City in improving its jobs to housing balance, and generates sales tax revenue for the City.

Located along the northeastern flanks of the Badlands of the San Jacinto Mountains, the BEAUMONT POINTE SPECIFIC PLAN, provides for 277.1 acres of open space, which is comprised of 124.7 acres designated "Open Space" to accommodate manufactured slopes and fuel modification areas which buffer the development area from the approximately 152.4 acres of the site designated "Open Space - Conservation". This area will be conveyed to the Western Riverside County Regional Conservation Authority (RCA), to contribute to the MSHCP preserve within the Badlands.

This BEAUMONT POINTE SPECIFIC PLAN also includes a detailed Circulation Plan (Figure 2-2), which is organized to ensure efficient access to individual tenant areas, public areas as well as provide adequate access for firefighting and emergency evacuation. Primary access to the site is via 4th Street, which connects to the regional transportation system at Potrero Boulevard. Jack Rabbit Trail will be realigned to form the site's eastern boundary, and Industrial Way at the northeast corner of the site and with 4th Street at the project's southeast corner. Jack Rabbit Trail provides access to Planning Areas 1 & 2 via 4th Street. Jack

Rabbit Trail does not provide access to the CA-60 Freeway, except via a 25-foot wide (with 24 feet drivable) gated emergency access road. Access to the Industrial Planning Areas 3 through 8, is provided by the combination of 4th Street along the south, and Industrial Way which provides access along the north side, and connects with 4th Street, assuring a loop road for firefighting and evacuation. During site development, Interim Fire Access Loop Connections will be provided in each Planning Area assuring circulation between 4th Street and Industrial Way during all phases of development in the event of an emergency. Entertainment Way connects Jack Rabbit Trail and 4th Street and demarcates the change in land use between the Industrial uses in Planning Areas 3-8 and "The Experience at Beaumont Pointe" in Planning Areas 1 and 2.

2.1.2 LAND USE PLAN

This Specific Plan Land Use Plan establishes the boundaries of four (4) General Plan Land Use Designations: General Commercial (GC), Industrial (I), Open Space (OS), and Open Space - Conservation (OS-C). For planning purposes, the BEAUMONT POINTE SPECIFIC PLAN is divided into 10 Planning Areas. A "Planning Area" is a specific geographic area to which identified General Development Criteria, Infrastructure Improvement Standards, Permitted and Conditionally Permitted Uses, Development Standards and Planning Area Standards are uniformly applied.

The BEAUMONT POINTE project provides for a total Maximum Building Square Footage of up to 5,331,000 square feet and establishes: General Commercial uses on 30.2 acres with a Maximum Building Square Footage up to 246,000 square feet, in addition to a 125-room limited-service hotel (with approximately 90,000 square feet), Industrial uses on approximately 232.6 acres with a Maximum Building Square Footage up to 4,995,00 square feet, and 277.1 acres of Open Space Land Uses including 124.7 acres of Open Space and 152.4 acres of Open Space - Conservation.

Tables 2-1, *Land Use Plan Statistical Summary*, lists each Planning Area and its respective General Plan Land Use Designation, acreage, and overall development intensity (Maximum Building Square Footage) by General Plan Land Use Designations. The Specific Plan General Development Criteria, Development Standards, and Planning Area Standards provided in Chapter 3 are applicable to each Planning Area. The physical arrangement of General Plan Land Uses, acreages, Planning Areas, and the major roadways within and abutting the BEAUMONT POINTE Specific Plan are depicted by Figure 2-1, *Conceptual Land Use Plan.*

Table 2-1 LAND USE PLAN STATISTICAL SUMMARY

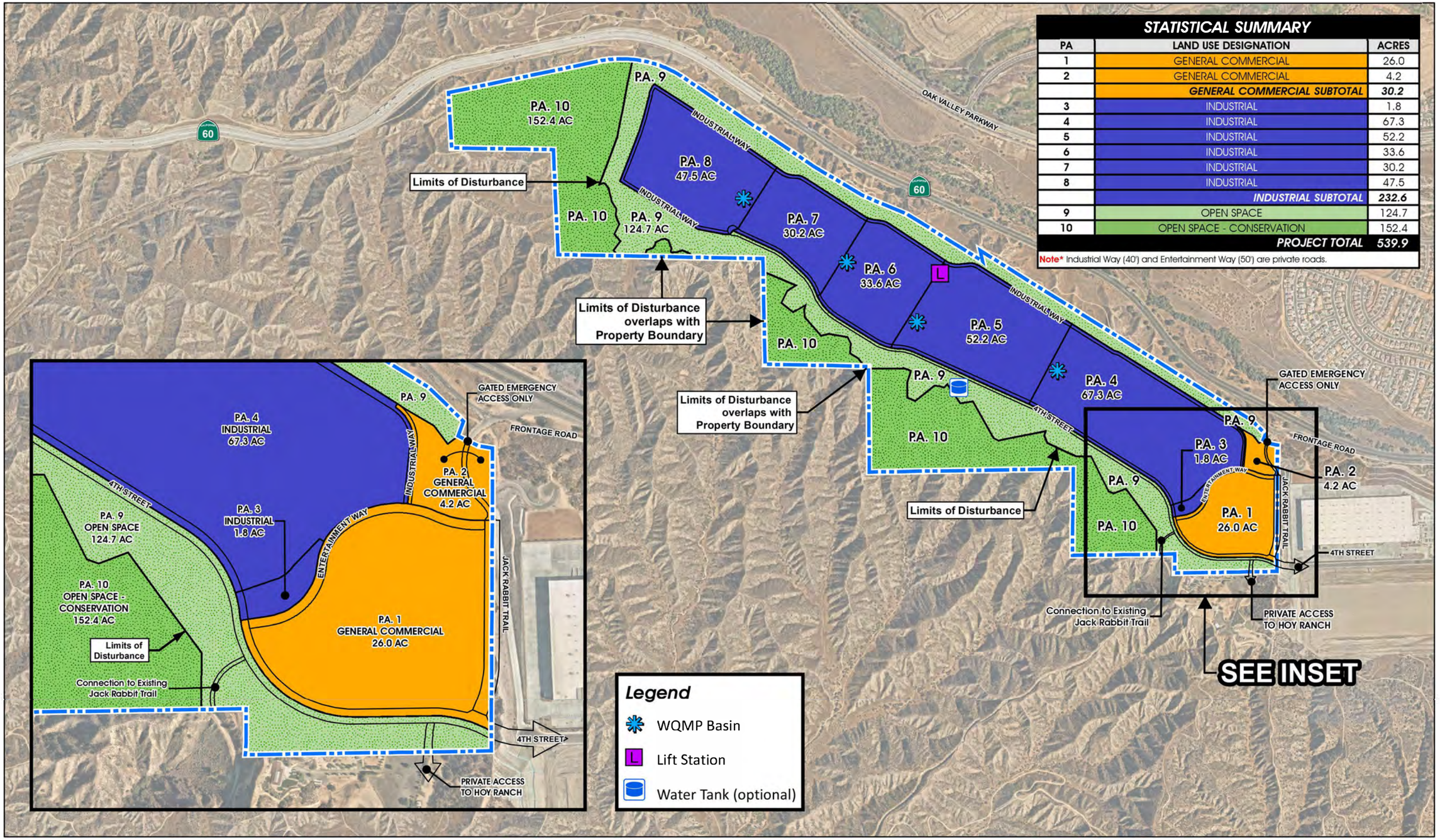
PA	LAND USE DESIGNATION	ACRES	BUILDING SQUARE FOOTAGE (GROSS FLOOR AREA OF A BUILDING)
1	General Commercial	26.0	246,000[1]
2	General Commercial	4.2	
	General Commercial Subtotal	30.2	246,000[1]
3	Industrial	1.8	35,000
4	Industrial	67.3	1,379,000
5	Industrial	52.2	981,000
6	Industrial	33.6	700,000
7	Industrial	30.2	600,000
8	Industrial	47.5	1,300,00
	Industrial Subtotal	232.6	4,995,000
9	Open Space	124.7	N/A
10	Open Space – Conservation	152.4	N/A
	Open Space Subtotal	277.1	N/A
--	Project Total	539.9	5,241,000[1]

Note:
[1] Planning Area 2 is anticipated to also include a 125-room limited-service hotel (approximately 90,000 square feet). The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the commercial site estimates General Commercial traffic based on square footage, while the hotels are analyzed based on the number of rooms. This 90,000 sf is counted towards the project total square footage of 5,331,000.

STATISTICAL SUMMARY

PA	LAND USE DESIGNATION	ACRES
1	GENERAL COMMERCIAL	26.0
2	GENERAL COMMERCIAL	4.2
	GENERAL COMMERCIAL SUBTOTAL	***30.2***
3	INDUSTRIAL	1.8
4	INDUSTRIAL	67.3
5	INDUSTRIAL	52.2
6	INDUSTRIAL	33.6
7	INDUSTRIAL	30.2
8	INDUSTRIAL	47.5
	INDUSTRIAL SUBTOTAL	***232.6***
9	OPEN SPACE	124.7
10	OPEN SPACE - CONSERVATION	152.4
	PROJECT TOTAL	***539.9***

Note* Industrial Way (40') and Entertainment Way (50') are private roads.



Source(s): ESRI, RCTLMA (2021), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020),Herdman Architecture (07-09-2021)

0 300 600 1,200 Feet

Figure 2-1

Conceptual Land Use Plan

a. General Commercial (GC) | Planning Areas 1 and 2 | 30.2 acres

Approximately 30.2 acres are designated General Commercial. These two Planning Areas establish "The Experience at Beaumont Pointe". Within "The Experience at Beaumont Pointe", a combination of hospitality, restaurant, recreation and other commercial uses is designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail. "The Experience at Beaumont Pointe" is anticipated to include a 125-room limited-service hotel (approximately 90,000 square feet), approximately 30,000 square feet of restaurants, and approximately 216,000 square feet of retail and commercial recreation businesses. The approximately 90,000 square feet of hotel use is not counted as part of the up to 246,000 Maximum Building Square Footage of General Commercial (due to the fact that hotels are analyzed in traffic studies by rooms, not square footage), but is counted as part of the project total overall square footage. The full list of uses Permitted, Conditionally Permitted, and Ancillary Uses in these Planning Areas is provided in Chapter 3, *Development Standards*.

The "Activities Park" serves as the focal point of "The Experience at Beaumont Pointe", and consists of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, and "biergarten" games. A tree-lined "Promenade" featuring water features, outdoor living room seating areas, and shading devices. The "Promenade" serves as the organizing spine of the project, taking users from the hotel at one end, through each area to the next, past the "Activities Park", to its termination at a planned large climbing wall, with both indoor and outdoor climbing experiences. A cluster of restaurants with patio dining face the "Activities Park" and shelter it from the parking areas. The spaces between the restaurants serve as seating areas and portals into the project from the parking area.

The retail-use buildings feature large façade openings with large doors, to allow for dynamic interaction of indoor / outdoor activities and varied uses to spill out onto the "Promenade" and park areas. Potential activity, wellness-based and other retail uses are listed on Table 3-1 (Permitted Uses) and include indoor go-karting, stationary surf wave pools, indoor trampoline parks, ninja obstacle course gyms, climbing gyms, training facilities, and various athletic and wellness studios. The General Development Criteria, Development Standards, and Design Guidelines set forth in this Specific Plan require buildings in Planning Areas 1 and 2 to be arranged and designed in a contemporary manner, so that the buildings are softened by landscaping.

In addition to providing a unique location for the intended leisure, hospitality and recreational activities, "The Experience at Beaumont Pointe" provides increased employment opportunities for the City's residents, improves the City's jobs-to-housing balances, and reduces residents' commute times, while the addition of retail, recreation commercial and hospitality uses contribute to the City's sales tax base.

b. Industrial (I) | Planning Areas 3, 4, 5, 6, 7, & 8 | 232.6 acres

Approximately 232.6 acres of the Specific Plan are designated for Industrial land uses under the City of Beaumont General Plan Land Use Element. A total Maximum Building Square Footage (gross floor area of a building) of up to 4,995,000 square feet (is permitted across these Planning Areas. Buildings in Planning Areas 3-8 are envisioned to range in size from approximately 35,000 square feet up to 1,379,000 square feet and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse, and e-commerce operations. The full list of uses Permitted, Conditionally Permitted, and Ancillary Uses in these Planning Areas are provided in Chapter 3, *Development Standards*.

Industrial uses typically attract a wide range of vehicle types including passenger cars, and local and long-haul trailer-truck traffic that benefit from the site's short, direct routes to the regional transportation network via posted city Truck Routes. This site is located along the south side of the CA-60 (Moreno Valley Freeway),

and access to the regional transportation system from the site is provided via 4th Street. Access to CA-60 Freeway is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. The site is approximately 2.5 miles west of the junction of CA-60 Freeway and Interstate 10, 3 miles from the westbound on-ramp of the Interstate 10 Freeway at Oak Valley Parkway, and 14 miles east of Interstate 215. The Development Standards and Design Guidelines set forth in this Specific Plan require buildings in Planning Areas 3 through 8 to be arranged and designed in a contemporary manner, so that the buildings are softened by landscaping, and the public visibility of loading dock areas and truck parking areas is minimized.

c. Open Space (OS) | Planning Area 9 | 124.7 acres

Planning Area 9 consists of approximately 124.7 acres, designated Open Space, which accommodates landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the Open Space – Conservation area in Planning Area 10. The boundary between Planning Area 9 and Planning Area 10 is designated as the "Limits of Disturbance" on the Land Use Plan. This designation means that all development activity will take place "inside" of that line, within Planning Area 9 (or within Planning Areas 1-8).

d. Open Space - Conservation (OS-C) | Planning Area 10 | 152.4 acres

Planning Area 10 consists of approximately 152.4 acres, which are intended to be conveyed to the Western Riverside Regional Conservation Authority (RCA) to augment existing, adjacent conserved lands within this part of Riverside County. This area consists of deeply incised hillsides and watercourses along with the habitats associated with these landforms.

2.2 Circulation Plan

2.2.1 Vehicular Circulation

The Beaumont Pointe Specific Plan includes a detailed Circulation Plan, which is organized to ensure efficient access to the site and within the site to individual tenant areas, as well as to public places within the site. The project is situated in close proximity 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 CA-60 (Moreno Valley Freeway), access to the regional transportation system from the site is provided via 4th Street, and access to CA-60 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. The site is approximately 2.5 miles west of the junction of CA-60 Freeway and Interstate 10, 3 miles from the westbound on-ramp of the Interstate 10 Freeway at Oak Valley Parkway, and 14 miles east of Interstate 215.

As shown in (Figure 2-2, *Conceptual Circulation Plan*), Jack Rabbit Trail has been realigned to form the site's eastern boundary and connects to Industrial Way at the northeast corner of the site and with 4th Street at the project's southeast corner. No construction of Jack Rabbit Trail will occur within the Cal-Trans Right of Way, and only a 25-foot wide (with 24 feet drivable) gated emergency access to CA-60 will be provided. This access to be constructed prior to the issuance of the first Grading Permit, excluding the work needed to construct alternative temporary paved access from existing 4th Street to the project site, including a connection to the private access to Hoy Ranch to the south and existing Jack Rabbit Trail south of the site. Jack Rabbit Trail provides access to Planning Areas 1 & 2 via 4th Street. Primary access to the Industrial Planning Areas 3 through 8 is provided by 4th Street along the south, with Industrial Way providing secondary access along the north. Industrial Way connects with 4th Street at the south side of Planning Area

8, assuring a permanent looped road for firefighting and evacuation purposes. Additional looped connections are created by the parking drives within each Planning Area which connect4th Street and Industrial Way. Entertainment Way also provides access to Planning Area 3 and 4 along their western edges. Entertainment Way provides a second connection between Jack Rabbit Trail and 4th Street and demarcates the change in land use between the Industrial uses in Planning Areas 3-8 and "The Experience at Beaumont Pointe" in Planning Areas 1 and 2.

To provide looped fire and emergency access during each phase of development, 40' wide Interim Fire Access Loop Connections will be constructed between Planning Areas 4 and 5 for Phase 1 (PA 1, 2, 3 and 4), between Planning Areas 6 and 7 for Phase 2 (PA 5 and 6). The permanent Fire Lane Loop, consisting of a continuous connection between Industrial Way and 4th Street, will be completed when Industrial Way is constructed around the perimeter of Planning Area 8 as part of Phase 3. The Interim Fire Access Loop Connections will be integrated into the design of the permanent parking areas as dedicated drive aisles for each Planning Area during development: providing permanent connections between Industrial Way and 4th Street within each Planning Area.

A 20' graded dirt road through Planning Area 9 connects the onsite portions of Jack Rabbit Trail with the existing unmaintained County roadway dedication of Jack Rabbit Trail at the site's southern boundary. From there, the existing Jack Rabbit Trail continues off-site to the south as an unmaintained County roadway, through the Badlands, where it ultimately connects to Gilman Springs Road. The BEAUMONT POINTE Specific Plan will only be constructing the 20' graded dirt road within Planning Area 9 to connect the realigned Jack Rabbit Trail on-site, to this existing off-site roadway, and is not responsible for construction of the road south of Planning Area 9.

Additionally, there is one existing ranch property (Hoy Ranch) south of 4th Street, which currently utilizes Jack Rabbit Trail to access a private easement for the ranch. The ranch will continue to have access during construction and following completion, through Planning Area 9, via a connection with 4th Street.

The Vehicular Circulation Plan includes roadway sizes and classifications as described below and illustrated on Figure 2-2, *Circulation Plan,* and Figure 2-3, *Roadway Cross-Sections*. The phasing of project circulation and roadway construction is discussed in Chapter 5, *Implementation Plan*.

1. 4th Street – 2 Lane Modified Secondary (78' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan,* primary access to the Project site will be provided from the future extension of 4th Street. Fourth Street was recently extended (as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb) from Potrero Boulevard (just south of the Potrero/SR-60 interchange) through the Hidden Canyon Industrial Park and now terminates just east of the Project site. As part of this Project, 4th Street will be further extended (with a 78-foot right-of-way and 56-foot curb-to-curb) from its current terminus, through the southerly portion of Project site to its new termination at a cul-de-sac within PA 8. All normal traffic - both commercial and industrial, including all trucks – will access the Project site via this extension of 4th Street.

4th Street is considered a Modified Secondary Street because there are no bike lanes and the sidewalk is only on one side of the street, due to the industrial nature of the site and the adjacent open space in PA 9. As shown in Figure 2-3, *Roadway Cross-Sections,* the 78-foot of right of way comprising 4th Street consists of 56 feet of paving, with an 11' wide parkway on the south side, and a 6' wide curb adjacent sidewalk and 5' landscaped parkway along the north side. At Planning Area 8, 4th Street connects to Industrial Way, creating a looped road system around the entire site.

2. Jack Rabbit Trail – 2 Lane Modified Industrial Collector (78' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan,* the existing un-maintained Jack Rabbit Trail road will be realigned and improved through the Project site as part of final maps. The northerly limit of Jack Rabbit Trail within the Project site will remain at its current connection point with the CalTrans right-of-way at SR-60, and emergency access gates will be installed just south of the CalTrans right-of-way. The alignment for the portion of the new Jack Rabbit Trail just south of the emergency access gates will curve southeastward until it intersects with the new Entertainment Way at the easterly boundary of the Project site; this section of Jack Rabbit Trail (between the CalTrans right-of-way and Entertainment Way) will be improved with 24-feet of paving (on a 25-feet curb to curb roadway) and will be utilized only for secondary emergency egress (and fire and emergency vehicle ingress/egress) to SR-60.

At the intersection with Entertainment Way, Jack Rabbit Trail will transition to its ultimate full-width as a modified collector (78-foot right-of-way) and continue south until it connects with the extension of 4th Street; this section of Jack Rabbit Trail (between Entertainment Way and 4th Street) will be open to the public and will provide general Project circulation and direct access to PA 1 and PA 2.

Jack Rabbit Trail also connects Entertainment Way to 4th Street. Jack Rabbit Trail is designed as a Modified Industrial Collector because there is no median and the sidewalk is only on one side of the street due to the industrial nature of the site.

As shown in Figure 2-3, *Roadway Cross-Sections,* the 78-foot of right of way comprising Jack Rabbit Trail consists of 56 feet of paving, with an 11' wide parkway on the easterly side, and a 6' wide curb adjacent sidewalk and 5' landscaped parkway along the west side. This configuration provides pedestrian circulation along the eastern boundary of "The Experience at Beaumont Pointe". The BEAUMONT POINTE Specific Plan will construct the full width of Jack Rabbit Trail. Also shown on Figure 2-3, *Roadway Cross-Sections,* is the proposed gated emergency access to CA-60. Jack Rabbit Trail will be realigned within the project boundary from the Caltrans right of way to 4th Street; a new 20' wide graded dirt road connection will be constructed through Planning Area 9 to connect to the existing right of way and dirt road south of Planning Area 9. To the south of Planning Area 9, Jack Rabbit Trail remains an unmaintained Riverside County roadway.

3. Entertainment Way – Private Road (50' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan,* Entertainment Way connects Jack Rabbit Trail and 4th Street, as well as forming the western edge of, and providing access to, "The Experience at Beaumont Pointe". Entertainment Way also separates the Industrial Uses of Planning Areas 3-8 from the recreation, leisure and entertainment uses within "The Experience at Beaumont Pointe". As shown in Figure 2-3, *Roadway Cross-Sections,* Entertainment Way is designated as a 2-Lane Private Road, with 50 feet of paving and a 6' sidewalk along the south side and a 6' landscaped parkway on the north side of the street, outside of the right of way.

4. Industrial Way – Private Road (40' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan,* Industrial Way creates a looped connection from Entertainment Way at the project's eastern boundary, to 4th Street at PA 8. Industrial Way is intended to provide secondary access to each Planning Area. Industrial Way also forms the edge of the open space located in Planning Area 9 to the north, west and a portion of the south side of the Project. As shown in Figure 2-3, *Roadway Cross-Sections,* the 40-foot of right of way comprising Industrial Way consists of 40 feet of paving.

5. Interim Fire Access Loop Connections (40' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan* secondary access to each phase of development will provided by 40' wide "Interim Fire Access Loop Connection" roads connecting Industrial Way and 4th Street. Each "Interim Fire Access Loop Connection" will be incorporated into the parking design for each subsequent phase as a dedicated drive aisle. For Phase 1, an Interim Fire Access Loop Connection will be constructed between Planning Areas 4 and 5 and will be incorporated into the Parking for Planning Area 5 during development of Phase 2. For Phase 2, an Interim Fire Access Loop Connection will be constructed between Planning Areas 6 and 7, and will be incorporated into the parking for Planning Area 7, during development of Phase 3. For Phase 3, 4th Street and Industrial Way shall be connected at Planning Area 8 to create a system of permanent fire and emergency access circulation loops.

2.2.2 CIRCULATION PLAN IMPROVEMENT STANDARDS

1) The on-site system depicted on Figure 2-2, *Conceptual Circulation Plan,* shall serve as the conceptual roadway plan for implementing development.
2) Public roads within the Specific Plan boundary shall be constructed consistent with the criteria in this Specific Plan and to City standards.
3) Roadway alignments, designations, widths identified in the Specific Plan are conceptual and are subject to detailed engineering review and approval by the City Engineer through the Public Works Department Project Design Review (PDR), and may be modified as needed to address regulatory standards and obtain City Approvals.
4) Roadway alignments, designations, widths identified in the Specific Plan must comply with the Specific Plan and any subdivision map. Roadway technical details to be provided at subdivision stage.
5) The Applicant applying for an implementing project (Plot Plan or Conditional Use Permit) shall install traffic control measures per the recommendations of the project's Traffic Study or participate in the phased construction of traffic signals as determined by the City Engineer.
6) Intersections, road alignments, driveways, and access point locations, as shown in this Specific Plan, are conceptual until approved by the City Engineer and shall conform to the City's standard intersection spacing and access spacing, depending upon the street's classification.
7) Landscape requirements in roadway rights-of-way shall be in accordance with the Roadway Landscape Treatments as depicted in Chapter 4.
8) Landscaping within public road rights-of-way or within private roadways will require approval by the City of Beaumont, including assurance of continuing maintenance through the establishment of a landscape maintenance district or Master Property Owner Association, as approved by the City Engineer.
9) All applicable Transportation Uniform Mitigation Fees (TUMF) shall be paid in accordance with Chapter 3.39 of the City of Beaumont Zoning Ordinance (Western Riverside County Transportation Uniform Mitigation Fee Program). The transfer of TUMF credits between Planning Areas and their respective owners is permitted by this Specific Plan, provided such transfers are consistent with the policies of the Western Regional Council of Governments (WRCOG).
10) Sight distances shall be reviewed by the City Engineer in conjunction with the preparation of grading, landscaping, and street improvement plans. This review shall insure setbacks that allow for clear unobstructed sight distances at intersections.

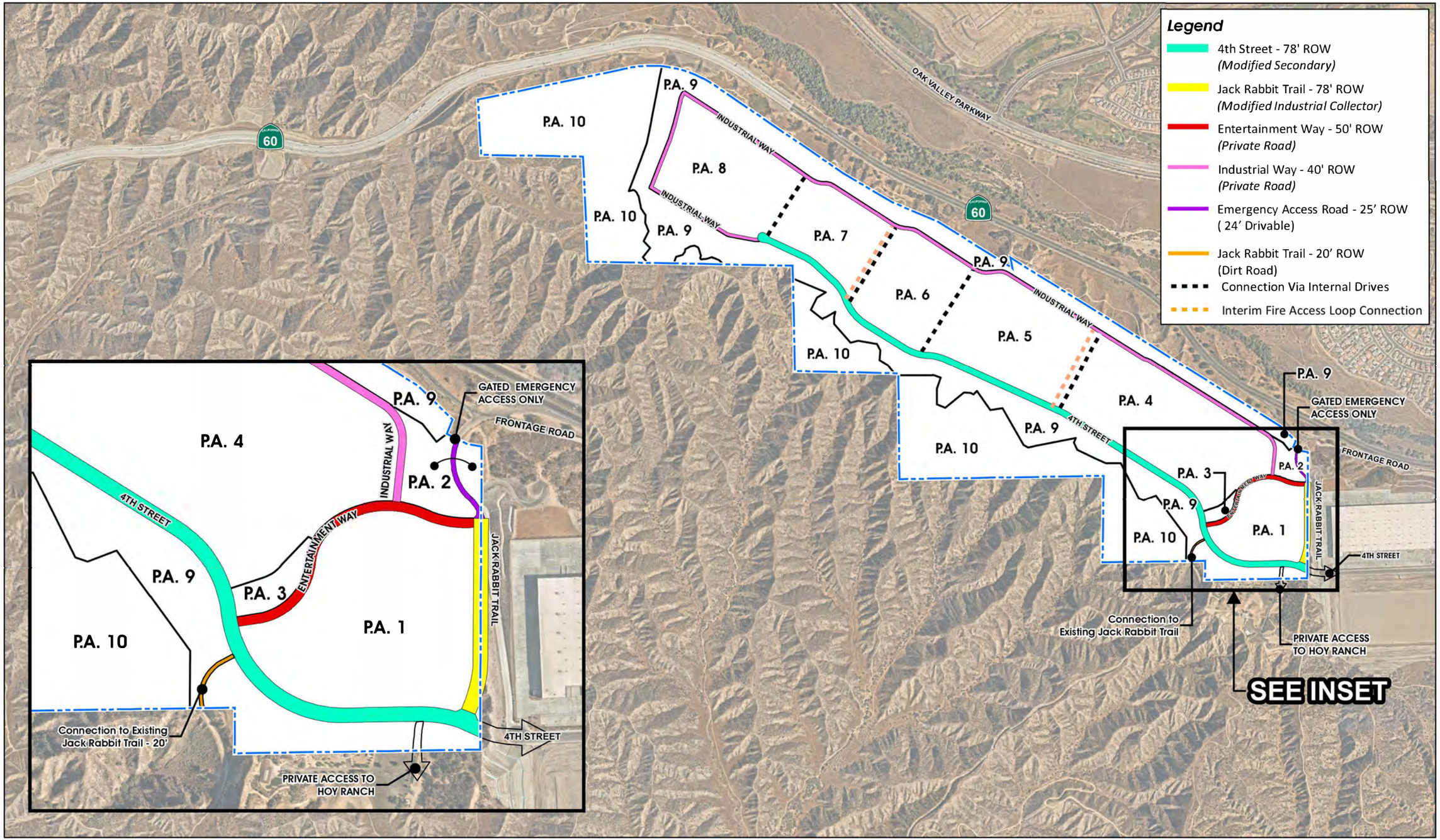
11) In order to assure adequate evacuation time, alternate or secondary access shall be provided via CA-60 at Jack Rabbit Trail, and improved as 24-feet of all-weather paving, on a 25-feet curb to curb roadway.

12) No construction of Jack Rabbit Trail shall be permitted to occur within the Cal-Trans Right of Way without Cal-Trans approval.

13) Gated, emergency access to CA-60 shall be provided prior to the issuance of the first Grading Permit, excluding the work needed to construct alternative temporary paved access from existing 4th Street to the project site, including a connection to the private access to Hoy Ranch to the south and existing Jack Rabbit Trail south of the site.

14) Looped fire and emergency access during each phase of development shall be provided via 40' wide Interim Fire Access Loop Connections, which shall be maintained as dedicated drive aisles in parking lots for each Planning Area, and with a permanent looped roadway system on site.

15) Prior to the construction of the emergency access gates on Jack Rabbit Trail, construction of alternative temporary paved access from 4th Street to the project site, including connection to the private access to Hoy Ranch to the south and existing Jack Rabbit Trail south of the site shall be provided.

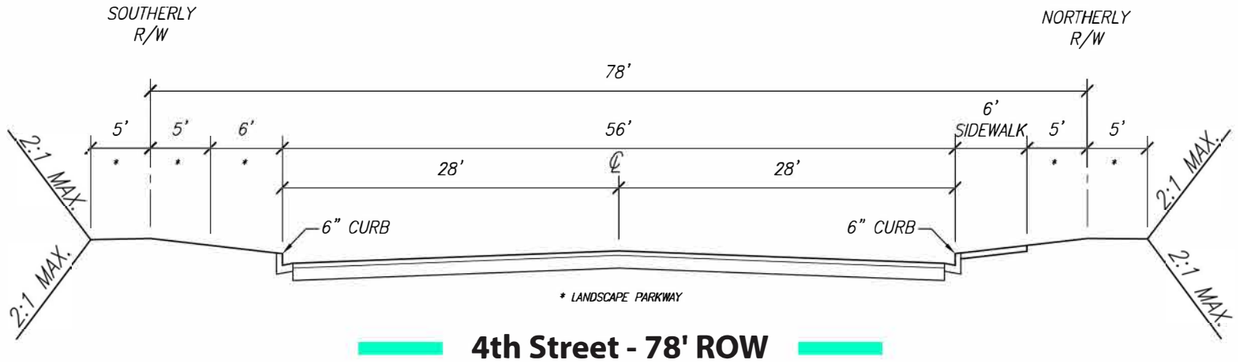


Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2022), Proactive Engineering Consultants (04-2022)
Composite: Proactive Engineering Consultants (2020)

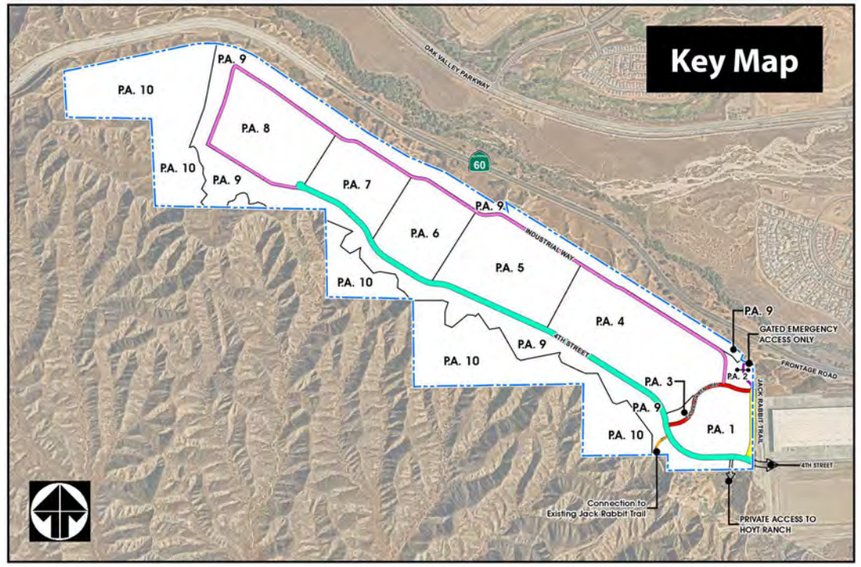
0 300 600 1,200 Feet

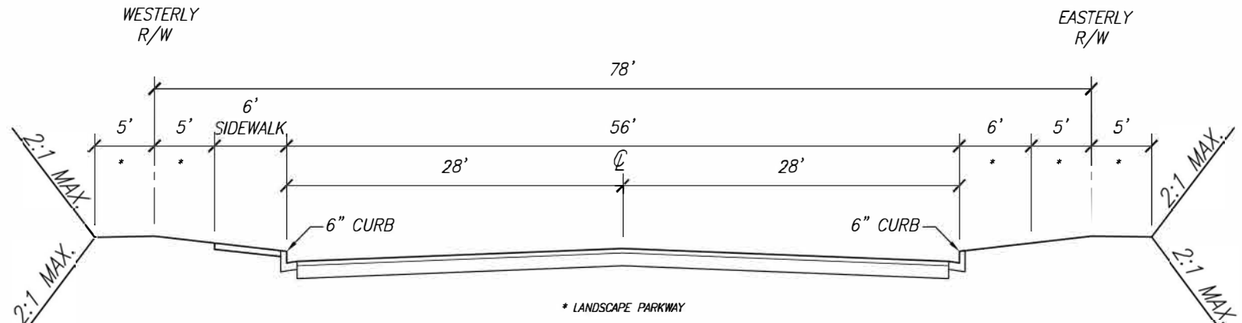
Figure 2-2

Conceptual Circulation Plan

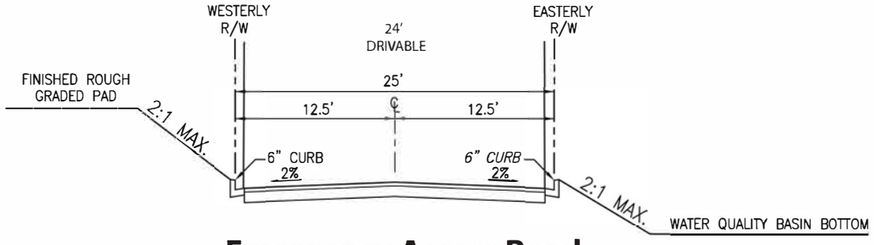


4th Street - 78' ROW
(Modified Secondary)

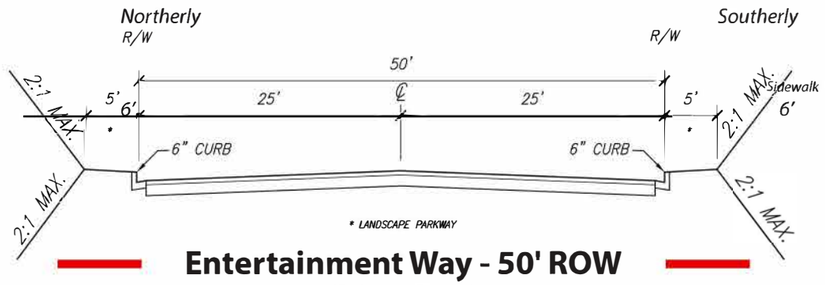




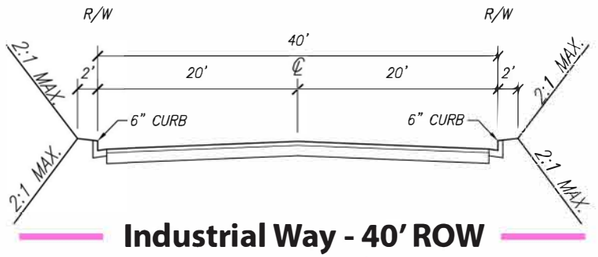
Jack Rabbit Trail - 78' ROW
(Modified Industrial Collector)



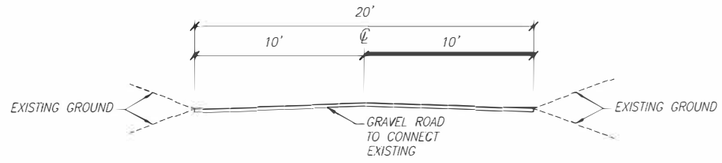
Emergency Access Road



Entertainment Way - 50' ROW
(Private Road)



Industrial Way - 40' ROW
(Private Road)



Jack Rabbit Trail
South of 4th Street - 20' ROW
(Dirt Road)

Source(s): Proactive Engineering Consultants (04-2022)

Figure 2-3

Not to Scale

Roadway Cross-Sections

2.3 POTABLE WATER PLAN

2.3.1 POTABLE WATER PLAN DESCRIPTION

The Beaumont - Cherry Valley District (BCVWD) provides potable water service to the BEAUMONT POINTE Specific Plan. At the time this Specific Plan was prepared (2021), an Annexation application to the Local Agency Formation Commission was submitted for the Specific Plan area to be annexed into the Beaumont-Cherry Valley Water District's boundary.

The BEAUMONT POINTE Project will consist of general commercial/retail land uses and five large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space. The Project's potable water and fire flow demands are proposed to be serviced by the BCVWD's 2650 pressure zone, which currently serves the westerly part of the BCVWD service area. As part of on-going water conservation efforts and the Project's plan of service with the BCVWD, all outdoor irrigation demands will utilize non-potable water distributed by the BCVWD.

As stated in the Project's Water Supply Assessment, the Project's indoor potable water demands will be 120.67 acre-ft per year or approximately 75 gallons per minute. Because of the Project's location near the end of the BCVWD's service area, a small distribution system will be required in order to ensure the Project's indoor potable water demands will provide sufficient turnover of the distribution system to ensure water quality is maintained. Alternatively, the Project's industrial land uses will require a fire flow of approximately 4,000 GPM for a 4-hour duration as dictated by the Riverside County Fire Department. To meet this requirement, large distribution lines will be required to convey the Project's large fire flows.

As shown on Figure 2-4, *Conceptual Potable Water Plan*, BEAUMONT POINTE will have its indoor potable water (domestic) and fire flow demands serviced by two separate systems connecting to the BCVWD 2650 pressure zone through the existing 18-inch line 350 Linear Feet from the project's southeastern boundary from the adjacent Hidden Canyon Development. To maintain water quality, the indoor potable water system will consist of an 8-inch line running along 4th Street. The fire flow distribution system will consist of a single distribution loop primarily constructed out of 12 and 16-inch lines. Separating the two systems will allow for District to service the different indoor potable water and fire flow demands without decreasing the performance of the two different demands. To prevent stagnant water from the Project's fire flow distribution system from re-entering the BCVWD's service area, District approved backflow prevention devices will be installed on the fire flow distribution system as the lines enter the Project's limits. Phasing of Potable Water Plan components is detailed in Figure 5-1, *Conceptual Potable Water Phasing Plan.*

Precise alignments and sizing of potable water facilities will be determined at the Plot Plan, Conditional Use Permit, and/or final map stages of Specific Plan implementation. The location and size of facilities identified in this document may change, subject to the approval of City of Beaumont and the BCVWD.

2.3.2 POTABLE WATER IMPROVEMENT STANDARDS

1) All Potable Water lines shall be placed underground.

2) All Potable Water lines and facilities shall be owned and maintained by BCVWD and designed in accordance with the requirements of the BCVWD.

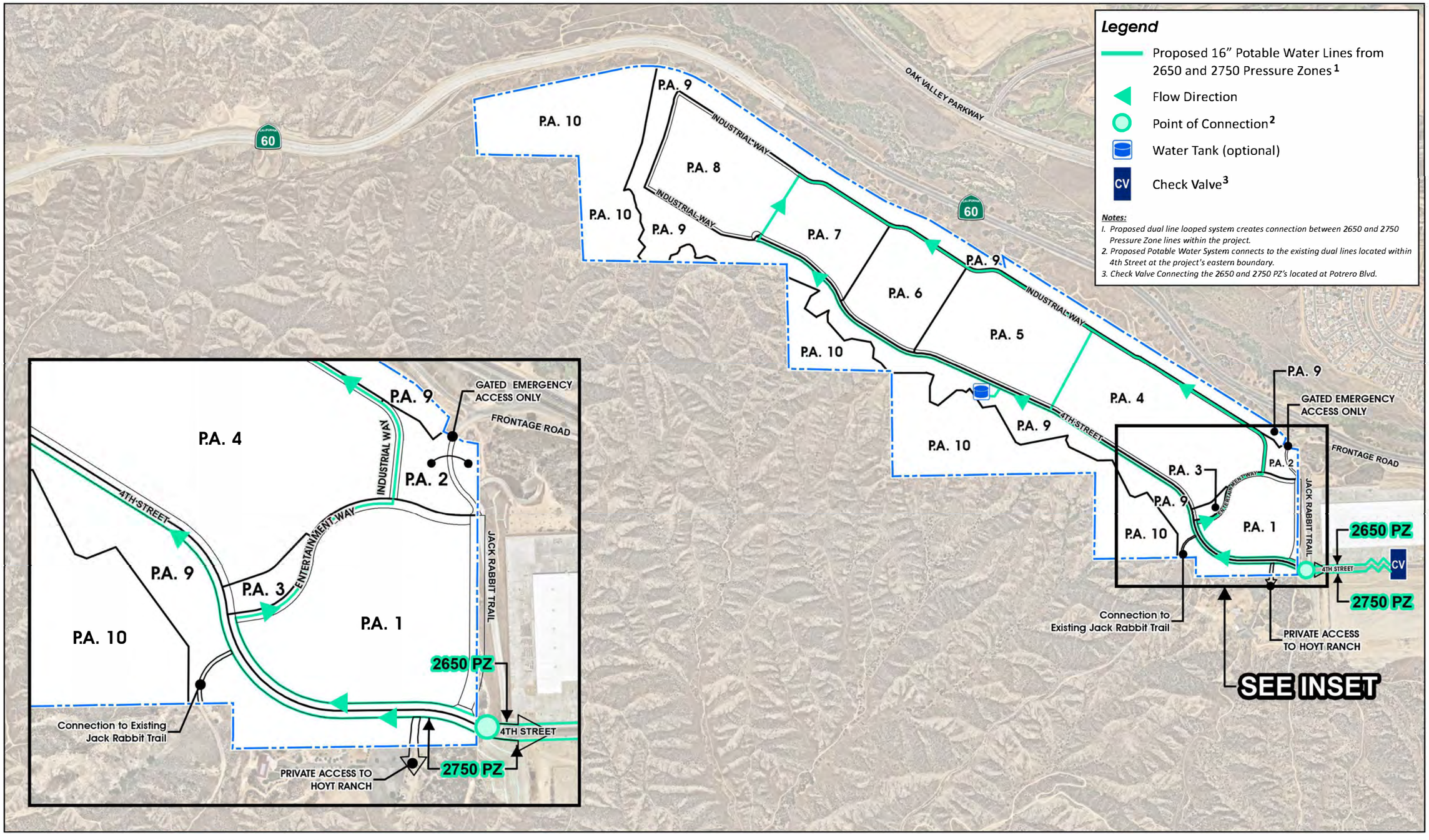
3) The Specific Plan's Potable Water distribution system shall provide adequate flows for fire protection in accordance with requirements of the County of Riverside Fire Department.

4) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the City of Beaumont's standards, subject to approval by the Riverside County Fire Department.

5) Proposed Potable Water facilities dedicated to and maintained by BCVWD shall be placed within public utility easements or public rights-of-way, which shall include rights for BCVWD.

6) The Potable Water infrastructure system shall be installed to the requirements of Beaumont-Cherry Valley Water District and the City of Beaumont.

7) The Specific Plan's Potable Water distribution system is conceptual and is subject to detailed engineering review and approval by the City Engineer through the Public Works Department Project Design Review (PDR) if appropriate, and may be modified as needed to address regulatory standards and obtain City Approvals.



Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

0 300 600 1,200 Feet

Figure 2-4

Conceptual Potable Water Plan

2.4 RECLAIMED WATER PLAN

2.4.1 RECLAIMED WATER PLAN DESCRIPTION

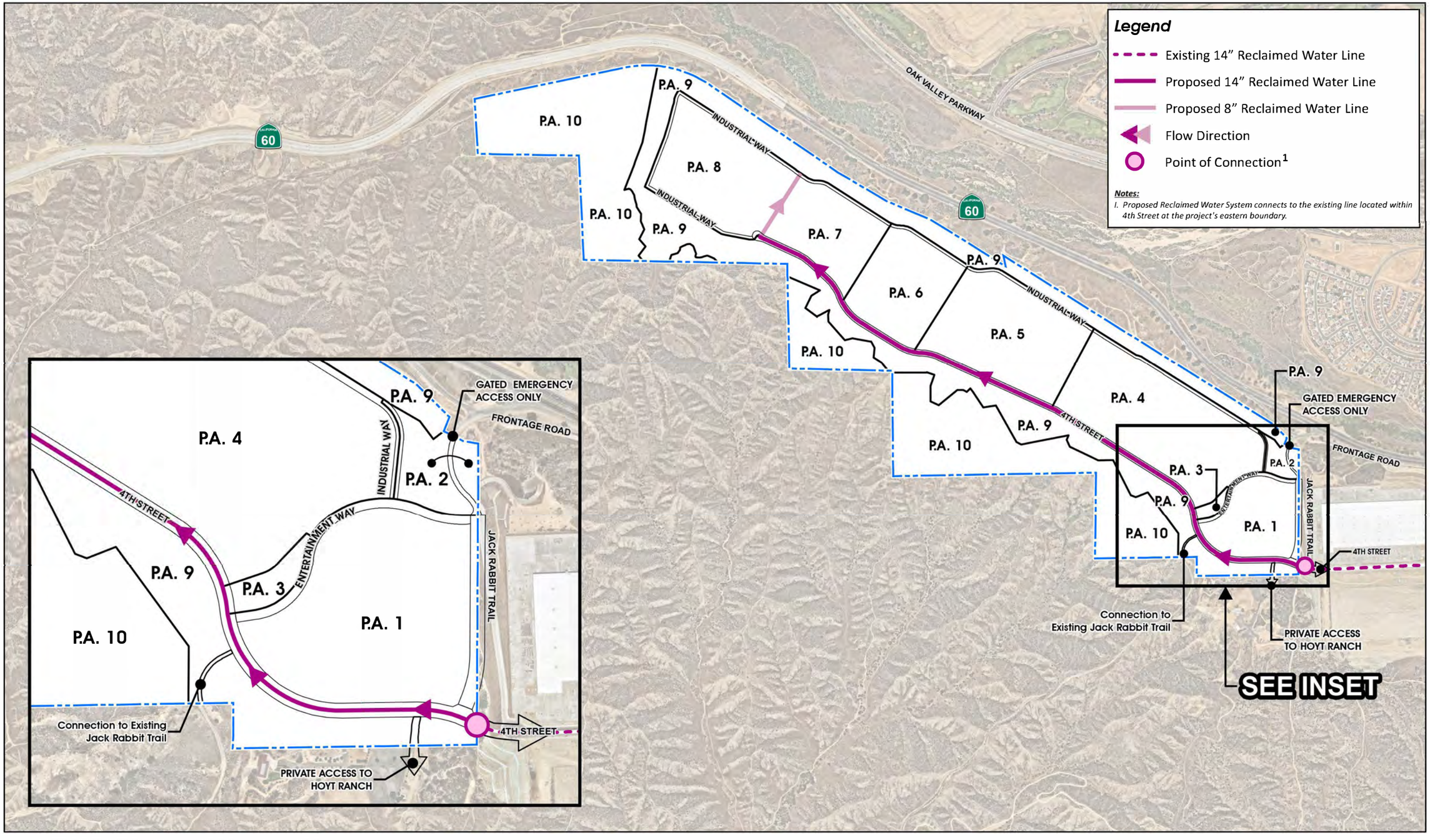
Reclaimed Water within the BEAUMONT POINTE Specific Plan and surrounding area is provided by the Beaumont – Cherry Valley Water District. Although not currently available, it is anticipated that reclaimed water will become available to BEAUMONT POINTE. Until reclaimed water is available the reclaimed water system may utilize potable water for construction dewatering and landscaping purposes. When available, reclaimed water will be utilized and used for construction dewatering, irrigation of manufactured and replanted slopes within Planning Area 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (Planning Areas 1-8).

As shown in Figure 2-5 *Reclaimed Water Plan*, an existing 14" reclaimed water line within the adjacent Hidden Canyon development at 4th Street, 350 Linear Feet from Specific Plan's eastern boundary. From this Point of Connection, a proposed 14" reclaimed water line will extend within the full length of the on-site portion of 4th Street, to the cul-de-sac located at Planning Area 8. Phasing of Reclaimed Water Plan components is detailed in Figure 5-2, *Conceptual Reclaimed Water Phasing Plan.*

Additionally, a proposed 8' reclaimed water line will branch off from the 14" main line within 4th Street, and extend between Planning Areas 7 and 8, to provide irrigation water to the portion of Planning Area 9, on the north side of the project. The Project may include a non-potable water well to be located within the northwestern portion of PA 8. This well is not necessary to service the Project, however the Beaumont Cherry Valley Water District has requested the well be included as a possible improvement that they might use as part of their overall reclaimed water system in the future. The water well would be located on an approximately 0.5-acre parcel with related pumps, utilities, and structures."

2.4.2 RECLAIMED WATER IMPROVEMENT STANDARDS

1) All Reclaimed Water lines shall be placed underground.
2) All Reclaimed Water lines and facilities shall be owned and maintained by BCVWD and designed in accordance with the requirements of BCVWD.
3) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with BCVWD's standards, subject to approval by the Riverside County Fire Department.
4) Proposed Reclaimed Water facilities dedicated to and maintained by BCVWD shall be placed within public utility easements or public rights of way which shall include rights for BCVWD.
5) The Reclaimed Water infrastructure system shall be installed to the requirements of BCVWD.
6) The Specific Plan's Reclaimed Water distribution system is conceptual and is subject to detailed engineering review and approval by the City Engineer through the Public Works Department Project Design Review (PDR) if appropriate, and may be modified as needed to address regulatory standards and obtain City and BCVWD Approvals.



Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

Figure 2-5

Conceptual Reclaimed Water Plan

2.5 SEWER PLAN

2.5.1 SEWER PLAN DESCRIPTION

The BEAUMONT POINTE Specific Plan is designed per the City's sewer infrastructure requirements, which are based on the Eastern Municipal Water District's (EMWD) *Sanitary Sewer System Planning and Design* standards and the East Valley Water District's (EVWD) wet weather criteria for all sewer infrastructure built within the City's service area.

BEAUMONT POINTE utilizes gravity lines for wastewater collection, along with a force main and lift station to convey wastewater from within the Specific Plan to the City of Beaumont's existing sanitary sewer system located off-site, as described below. Due to the grading limitations and topography of the Specific Plan site, BEAUMONT POINTE's sewer system utilizes 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and 6. Flows from the lift station are then conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and 4th Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the site. The on-site lift station shall be designed to ultimate capacity with no interim condition except potential pump quantity. Phasing of Sewer Plan components is detailed in Figure 5-*3, Conceptual Sewer Phasing Plan.*

As shown on Figure 2-6, *Conceptual Sewer Plan,* the BEAUMONT POINTE provides the following sewer improvements:

1. Proposed Dual 6" Sewer Force Main within Industrial Way through Entertainment Way to Jack Rabbit Trail and 4th Street to the POC at 4th Street.
2. Proposed 8" gravity sewer lines within Industrial Way.
3. Lift Station in Planning Area 5.
4. Connection to the existing 12" gravity sewer main within 4th Street.
5. POC at 4th Street, east of Jack Rabbit Trail.

Beyond the point of connection, the existing 12" gravity line continues to the east within 4th Street, downstream approximately 2,500', where it connects to the existing Hidden Canyon Lift Station (also known as the Beaumont Crossroads Lift Station). From there, the existing 6" and 16" force mains within 4th Street continue conveyance.

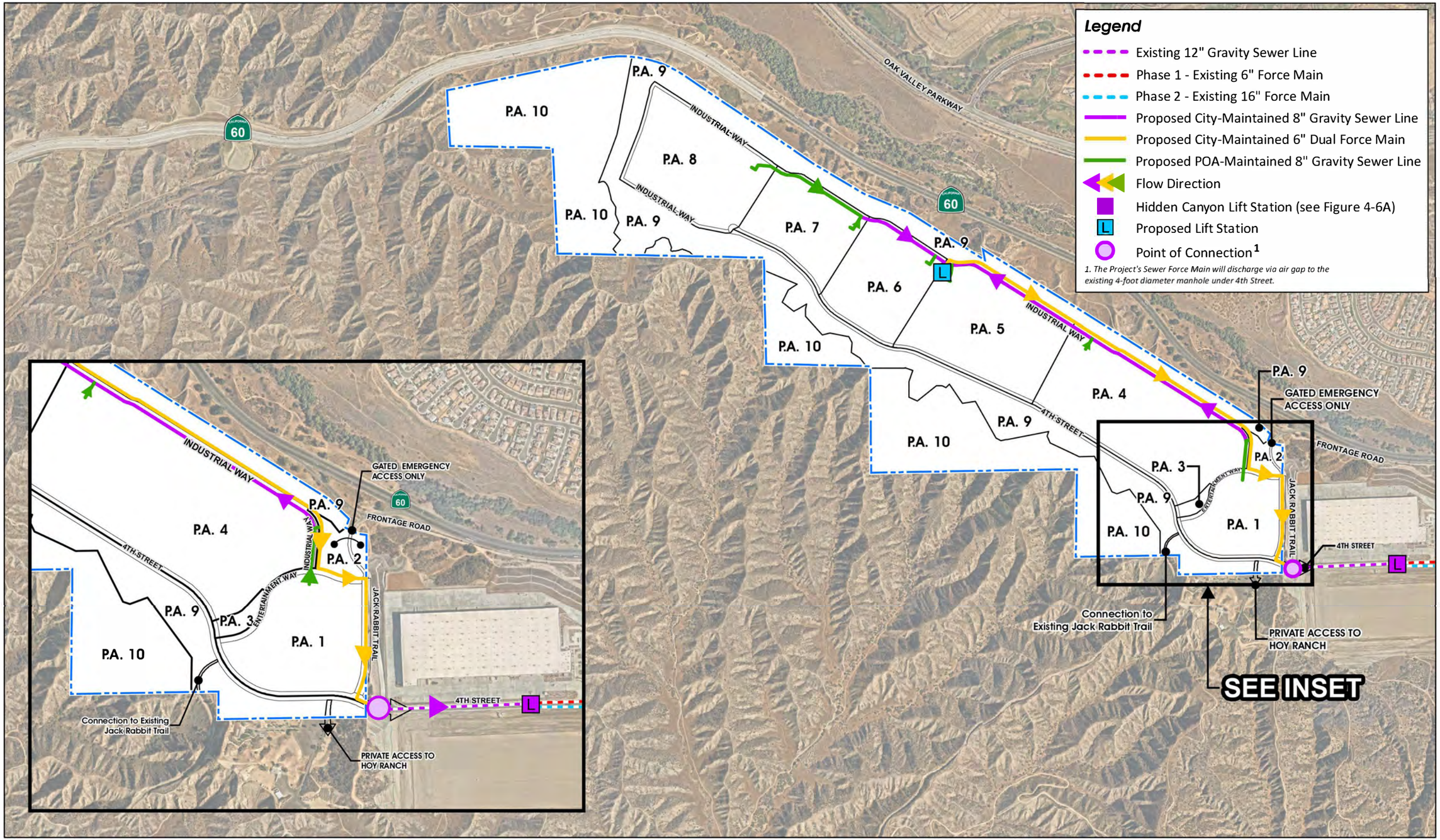
The existing Beaumont Crossroads Lift Station will require improvements to accommodate the Project. Such improvements will consist of installing a new larger below ground precast wet well sized for the full buildout flows of the service area, upsizing the pumps to handle in the increased flows and associated electrical and mechanical improvements as shown in Figure 2-6A, *As-Built Hidden Canyon Lift Station.* The construction of the new onsite sewer lift station and the improvements to the existing Beaumont Crossroads Lift Station shall be completed prior to the issuance of any Certificate of Occupancy for any of the project buildings.

Precise alignments and sizing of sewer facilities will be determined at the Plot Plan, Conditional Use Permit, and/or final map stages of Specific Plan implementation in conformance with the results of Preliminary Design Review of the sewer plans by the City Public Works Department. The location and size of sewer

facilities identified in this document are conceptual and may change, subject to the approval of the City of Beaumont, Waste Water, and City Public Works Department.

2.5.2 Sewer Plan Improvement Standards

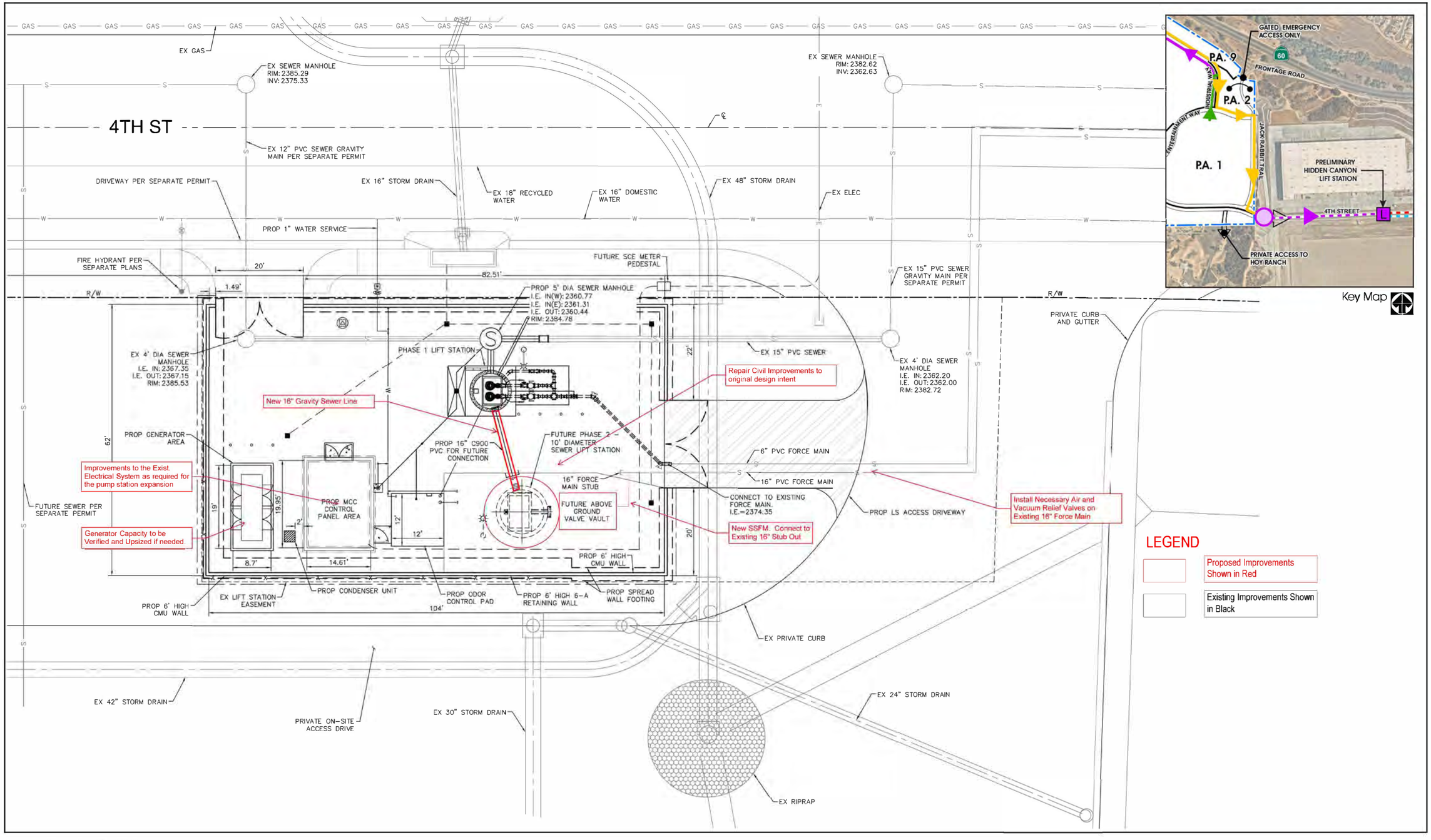
1) All sewer lines shall be placed underground.
2) All sewer main lines (8" gravity and dual 6" force) and the lift station facilities shall be owned and maintained by the City of Beaumont, and designed in accordance with the requirements of the City of Beaumont.
3) All 8" sewer laterals shall be privately owned and maintained, either by the Master Property Owner or individual property owners and shall be designed in accordance with the requirements of the City of Beaumont.
4) All new sewer facilities to be maintained by the City of Beaumont shall be placed within public utility easements which shall include rights for the City of Beaumont.
5) The sewer infrastructure system including any new sewer force mains shall be designed and constructed per City of Beaumont's standards and provided with the necessary appurtenances such as Airvacs.
6) All gravity sewer improvements within the extension of 4th Street from the adjacent property to the site shall be completed.
7) If needed, the Beaumont Pointe Specific Plan shall be responsible for all improvements towards planned upgrades and/or planned expansion of the existing Hidden Canyon (Beaumont Crossroads) Lift Station on 4th Street.
8) The Specific Plan's Sewer Facilities system is conceptual and is subject to detailed engineering review and approval by the City Engineer through the Public Works Department Project Design Review (PDR) if appropriate and may be modified as needed to address regulatory standards and obtain City Approvals.



Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021), Proactive Engineering Consultants (04-05-2022)
Composite: Proactive Engineering Consultants (2020)

Figure 2-6

Conceptual Sewer Plan



Source(s): Kimley-Horn (03-03-2023)

Figure 2-6A

As-Built Hidden Canyon Lift Station

Not to Scale

2.6 DRAINAGE AND WATER QUALITY PLAN

2.6.1 DRAINAGE AND WATER QUALITY DESCRIPTION

The watershed from the developed areas of the property flows generally to the north, offsite into 16 culverts under the CA-60 freeway. The topography of the BEAUMONT POINTE site features steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts, which provide natural detention and mitigation areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of the CA-60 Freeway. Planning Area 10 (Open Space-Conservation) is located within a FEMA-mapped, 100-year flood-hazard zone for the San Timoteo Creek.

BEAUMONT POINTE maintains the 16 existing culverts under the CA-60 Freeway as the ultimate discharge locations for the property but the runoff from the proposed buildings, parking lots, and road improvements will be collected by a proposed drainage system. The most northwestern culvert is an existing 54" CMP and the most southeastern culvert is a double 48" CMP, adjacent to the CA-60 Freeway at Jack Rabbit Tail. The proposed drainage system will consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18" to 48", and four detention basins. The drainage system routes the runoff from the proposed impervious surfaces to four proposed stormwater treatment and mitigation basins. Each basin provides stormwater treatment and peak flow mitigation for each of their respective tributaries to prevent the post-development flows from exceeding the pre-development flows. Basins will be maintained by the Master Property Owners' Association, through access and maintenance easements with owners of each property where basins are located.

As shown on Figure 2-7, *Conceptual Drainage and Water Quality Plan,* on-site and off-site flows will be conveyed within the streets to a series of catch basins and storm water lines which direct storm flows to four (4) Water Quality Management Plan basins on-site: one within Planning Area 4, one within Planning 5, one within Planning Area 6 shared between Planning Areas 6 and 7, and one within Planning Area 8 shared between Planning Areas 7, 8, and 9.

The Specific Plan captures flow from a tributary which originates off-site (beyond Planning Area 10), in a proposed inlet structure located in Planning Area 9, around the developed area of Planning Area 8 and outlets into Planning Area 9 on the west side of Planning Area 8, where flows are routed via a proposed overflow pipe which outlets at the most western existing 54" culvert under CA-60. The southeastern off-site drainage is captured and collected by a proposed storm drainpipe which bypasses the flows and directly outlets into the natural detention area for the double 48" culvert. This bypass line also accepts runoff from Planning Areas 1 and 2 via proposed temporary inlets and permanent storm drain laterals. In the interim condition, temporary inlets with sediment basins are proposed as these planning areas will not be developed until after the last phase is completed. The future Planning Areas 1 and 2 will be required to provide treatment and peak runoff mitigation before discharging into the proposed storm drain laterals provided. The future development of these planning areas will have the option to implement a stormwater treatment and peak flow mitigation system that will work with the future site plan and site water quality requirements. Phasing of Drainage and Water Quality Plan components is detailed in Figure 5-4, *Conceptual Drainage and Water Quality Phasing Plan.*

Flood protection facilities will be designed in accordance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) with adequate access easements and facilities provided, subject to approval by the City of Beaumont Public Works Department. The location and size of facilities identified in this document may change, subject to the approval of the City of Beaumont Public Works Department.

2.6.2 Drainage and Water Quality Improvement Standards

1) All drainage facilities including on site water quality and detention basins will be maintained by Master Property Owners' Association, Property Owners' Association, and/or Sub-Association (pursuant to Table 5-1, *Maintenance Responsibilities*), and shall have recorded access and maintenance easements.

2) Storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature or a logical extension of an RCFC facility may be owned and maintained by RCFC upon written request by the City.

3) Drainage, storm drain, and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District requirements to provide protection against flood hazard risks resulting from a 100-year storm event.

4) A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) shall be obtained prior to the commencement of construction and operational activities. The permits will require the Developer to implement source control and structural best management practices (BMPs) during and after construction activities. The City will be responsible for enforcing implementation of the BMPs.

5) This Specific Plan and its future implementing projects shall comply with the Water Quality Control Plan of the Regional Water Quality Control Board, Santa Ana Region.

6) The storm water management system shall be designed to meet requirements established in the site-specific Preliminary Water Quality Management Plan (P-WQMP). This includes Low Impact Development (LID) Best Management Practices (BMPs) as detailed in the RCFCWCD LID Handbook: Extended Detention Basins & Bioretention Facilities. In addition, the site will also utilize, where feasible, depressed landscape areas in and around the parking lots.

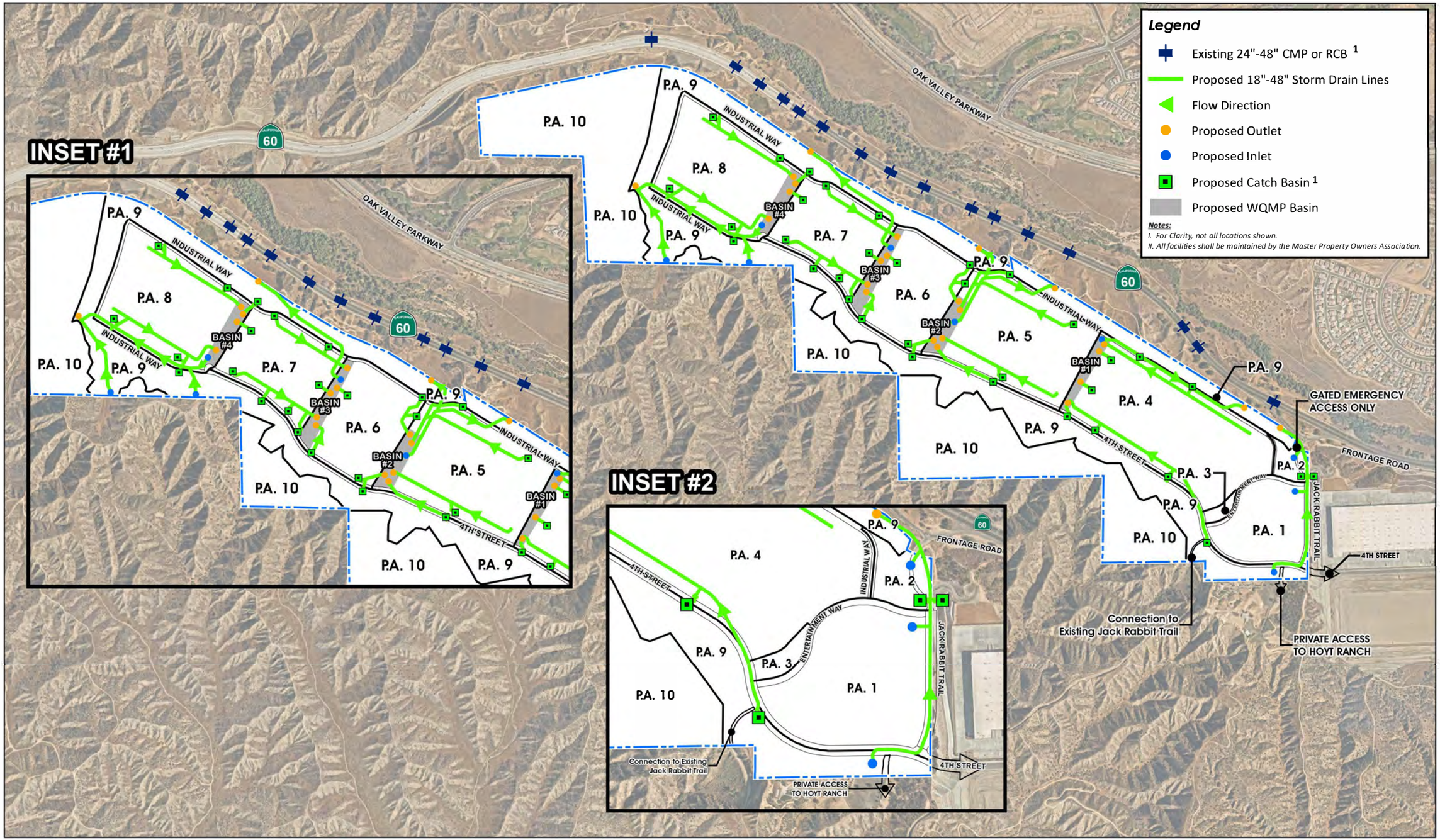
7) Design of attenuation basins shall be in accordance with Conditions of Approval.

8) The Specific Plan's Drainage and Water Quality system is conceptual and is subject to detailed engineering review and approval by the City Engineer through the Public Works Department Project Design Review (PDR) if appropriate, and may be modified as needed to address regulatory standards and obtain City Approvals.

9) This project will be subject to a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

10) If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the applicant shall provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

11) If a natural watercourse or mapped floodplain is impacted by this project, the project is required to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.



Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2022)
Composite: Proactive Engineering Consultants (2020)

Figure 2-7

2.7 GRADING PLAN

2.7.1 GRADING DESCRIPTION

As shown on Figure 2-8, *Conceptual Grading Plan,* BEAUMONT POINTE is located west of Jack Rabbit Trail, which forms the eastern Project site boundary. Topographically, the post development of the site generally slopes from southwest to northeast, with post grading elevations within Planning Areas 1-9 ranging from a low point at approximately 2,271 feet above mean sea level (msl) the northeastern portion of the site in Planning Area 2, to a high point of approximately 2,480 feet above msl in the southern portion of the site in Planning Area 9. Planning Area 9 located in the southwestern portion of the Specific Plan is designated Open Space, which consists of manufactured slopes, fuel modification zones and natural open space to buffer Open Space - Conservation in Planning Area 10 from development impacts. The Limits of Disturbance Line forms the boundary between Planning Areas 9 and 10, and no grading or disturbance is permitted in Planning Area 10. The conceptual grading design provides for an overall balanced earthwork condition. Site grading will be done in conformance with the recommendations of a Geotechnical Engineer and the City of Beaumont. Phasing of Grading Plan is detailed in Figure *5-5, Conceptual Grading Phasing Plan.*

2.7.2 GRADING PLAN IMPROVEMENT STANDARDS

1) All grading activities shall conform to City of Beaumont code requirements, be generally consistent with Figure 2-8, *Conceptual Grading Plan,* and implement any grading-related mitigation measures identified in the project EIR and specifications identified in the associated geotechnical studies.

2) Contour grading, slope rounding, and land forming shall be used, as appropriate, to grade roadways and edge condition slopes into natural configurations consistent with the natural topography of the site.

3) The Master Grading Plan, if utilized, shall be used as a guide for the preparation and evaluation of subsequent detailed grading plans for implementing development, which shall include the following:

    a. Approximate mass grading design and rough elevations.
    b. Approximate roadway locations and grades.

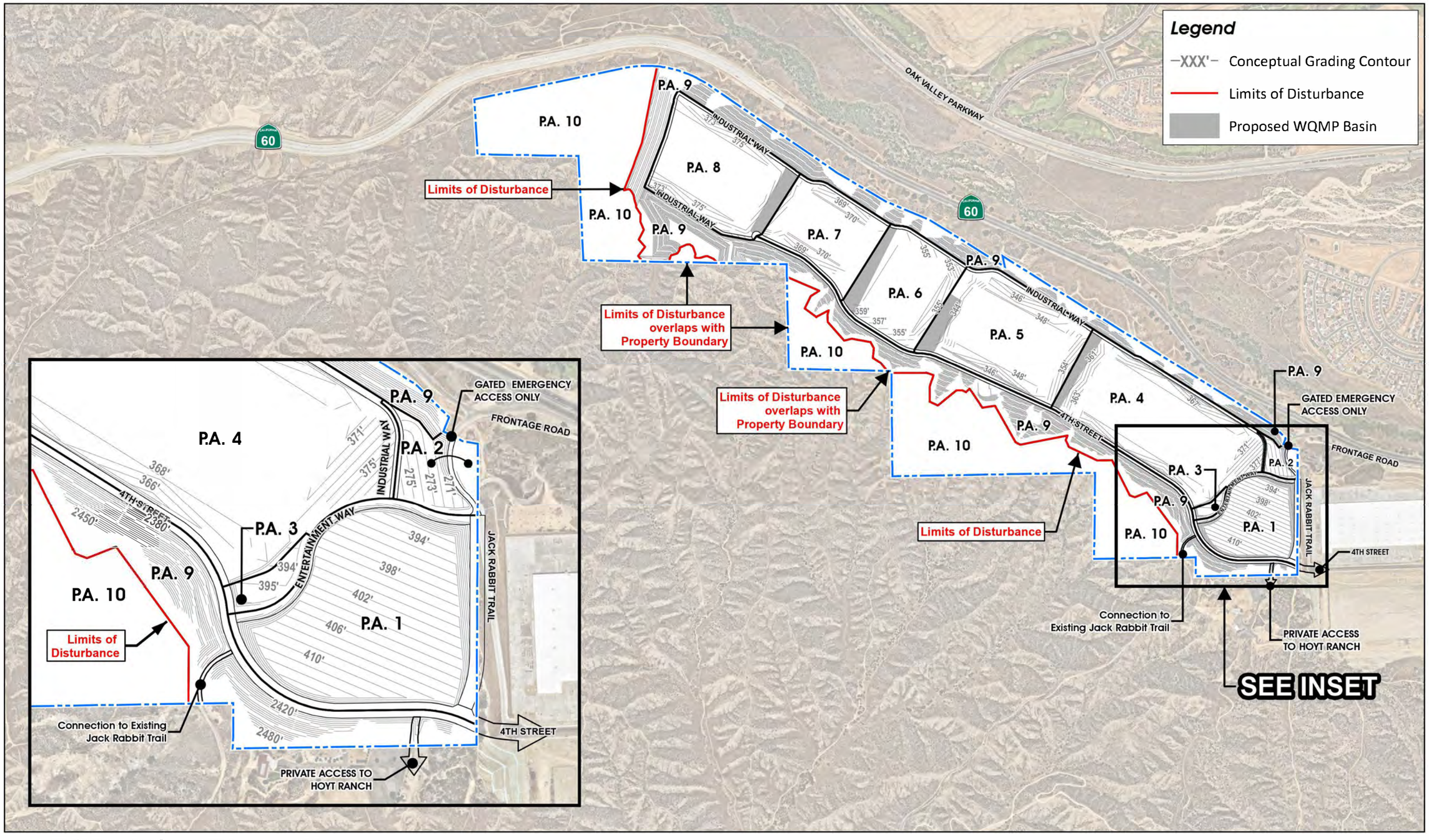
4) A project Mass Grading Plan (if utilized), consistent with the Conceptual Grading Plan, and individual implementing project Grading Plans shall govern such activity.

5) Prior to initial grading activities, a detailed soils report and geotechnical study for portions of the site anticipated to be graded shall be prepared to analyze on-site soil conditions and slope stability and will include appropriate measures to control erosion and dust during construction.

6) A grading permit shall be obtained from the City of Beaumont, prior to any grading, including mass grading, rough grading and precise grading.

7) The Specific Plan's Grading Plan is conceptual and is subject to detailed engineering review and approval by the City Engineer, through the Public Works Department Project Design Review (PDR) if appropriate, and may be modified as needed to address regulatory standards and obtain City Approvals.

8) No grading or any ground disturbance is permitted in Planning Area 10.



Source(s): ESRI, RCTLMA (2021), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

Figure 2-8

Conceptual Grading Plan

2.8 OPEN SPACE PLAN

2.8.1 DESCRIPTION

An important element of the BEAUMONT POINTE Specific Plan is the approximately 277.1 acres of Open Space areas provided along the site's northern and southern boundaries (*see* Figure 2-1*, Conceptual Land Use Plan*). Approximately 152.4 acres (Planning Area 10) are designated as Open Space - Conservation in order to preserve habitats to be conveyed to the RCA for inclusion in the MSCHP Reserve. Approximately 124.7 acres in Planning Area 9 are designated as Open Space to accommodate landscaped manufactured slopes, fuel modification areas, project signage, optional water tank, and natural open space to act as a buffer for the Open Space - Conservation area in Planning Area 10.

Passive recreational opportunities are provided to employees and visitors of BEAUMONT POINTE through curb-adjacent sidewalks and pedestrian paths. These amenities encourage and enhance pedestrian activity throughout BEAUMONT POINTE. Provisions for sidewalks and pedestrian walkways, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 4, *Design Guidelines.*

In addition, to encourage social interaction, the Industrial and General Commercial building sites within BEAUMONT POINTE may include outdoor programmable public space, employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas may be achieved through a combination of shade trees, umbrellas, or man-made shade structures. Other recreational amenities within the Industrial areas may include, but are not limited to, outdoor programmable public space pedestrian walkways, pocket parks, seating areas, overhead structures, and open space areas.

2.8.2 OPEN SPACE IMPROVEMENT STANDARDS

1) Open Space - Conservation area within Planning Area 10 will be the responsibility of a public conservancy agency, pending acceptance by such agency.
2) Gathering areas, outdoor plazas, and landscaping within private roads and driveways will be the responsibility of a Master Property Owners' Association, Property Owners' Association, or Sub-Association.
3) Sidewalks will be the responsibility of a Master Property Owners' Association, Property Owners' Association, Sub-Association, and/or the City of Beaumont. Maintenance entity to be determined with each implementing subdivision map.
4) Landscaping within roadway rights-of-way will be the responsibility of a Landscape and Lighting Maintenance District (LLMD), Landscape Maintenance District (LMD) or the Master Property Owners' Association (MPOA).
5) In accordance with the conditions of approval for implementing projects, conceptual landscape plans for their respective landscape areas shall be submitted to the City of Beaumont Planning Department with the implementing project application for review and approval. The plans shall include details of special treatments and buffer areas between open space and developed areas where appropriate, as well as any applicable mitigation measures involving the open space areas.

6) Fuel Management, Brush Clearing and other Fuel Modification related to fire protection shall be prohibited within Planning Area 10, which is conserved as habitat under the MSHCP.

2.9 Fire Protection Plan

The southern half of the Beaumont Pointe Specific Plan is located within the "Very High" Fire Hazard Severity Zone, with the northern half located within the "High" Fire Hazard Severity Zone. CAL FIRE has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of Beaumont Pointe and its surroundings to all Very High rather than the current combination of Very High and High. Because of these designations, a Fire Protection Plan (FPP) has been prepared (Beaumont Pointe Specific Plan Fire Protection Plan, Dudek, May 2023) to ensure the protection of all development within Beaumont Pointe from fire hazards. The Beaumont Pointe FPP provides this protection while at the same time creating a smooth visual transition from the natural vegetation which may be located to a building's front, side, and/or rear landscapes, to the modified fuel zones beyond. Adoption of CAL FIRE's new fire hazard zone maps would not change the findings in the FPP, which was planned and prepared for Beaumont Pointe as if it was entirely within the Very High Fire Hazard Severity Zone. After being annexed into the City of Beaumont, it is possible that Beaumont Pointe could be re-designated as Local Responsibility Area (LRA) in a future update of CAL FIRE's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at Beaumont Pointe.

Fuel modification zones within Beaumont Pointe are provided adjacent to open space areas where these abut development areas. Fuel modification planting shall be in accordance with the Riverside County Fire Department (RCFD) standards and requirements, and utilize appropriate plant materials and irrigation treatments. Lots within Planning Areas adjacent to open space will be developed in accordance with the FPP to provide adequate buffering and fuel modification zones consistent with RCFD standards. No Fuel Modification Zones shall be established within Planning Area 10. Fuel modification zones will be provided where the conditions outlined below exist, as per the RCFD standards.

The project Conceptual Circulation Plan (Figure 2-2) identifies a looped perimeter road system (4th Street & Industrial Way) along with a phased series of 40' wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access, during construction and operation of the site. During each phase of development, an Interim Fire Access Loop Connection will be constructed; for Phase 1, between Planning Areas 4 and 5; for Phase 2, between Planning Areas 6 and 7; for Phase 3, the permanent looped access will be completed with construction of the connection of Industrial Way with 4th Street at Planning Area 8. Upon development of each Planning Area, the Interim Access Loop Connections shall be incorporated into the parking lot design as dedicated drive aisles to allow access from 4th Street to Industrial Way.

As shown on Figure 2-10, *JRT & 60 Emergency Access Road*, emergency secondary access to and from the site is provided from State Highway 60 via Jack Rabbit Trail, where an emergency access gate will be installed to provide access for firefighting and for evacuation. Emergency access gates shall be installed on Jack Rabbit Trail just south of the Caltrans right-of-way upon construction of alternative temporary access to Hoy Ranch from 4th Street and installation of a temporary connection from 4th Street to Jack Rabbit Trail south of the development area of the Property. The emergency access gates shall be installed prior to the commencement of any grading or development work that disrupts the existing Jack Rabbit Trail. The emergency access gate will meet all fire code requirements including an automatic gate opener with battery backup and solar charging. There are a number of methods for providing automatic opening of the gate for first responders, fire fighters or for evacuation, including but not limited to a) controlled by an on-site entity such as property manager; b) a "bump to open" mechanism; c) an "Opticom" system that can be controlled by first responders; or d) a subscription system that allows a 24/7 security company (and

others) to unlock the gate remotely with a cell phone. The final determination regarding the selected control mechanism will be made by the Riverside County Fire Department. The Property Owners' Association will maintain the gate and provide test confirmation to the Riverside County Fire Department on a regular schedule.

2.9.1 URBAN WILDLAND INTERFACE

For projects located within areas of "Very High" and "High" wildfire risk, measures designed to manage areas of "urban-wildland interface" are critical. In order to adequately protect structures adjacent to on-site and off-site open space areas, there must be sufficient "defensible space" between the structure and the fuel associated with the open land. A total of one-hundred feet of fuel modification treatment shall be required on all lots abutting native vegetation. In those areas where 100 feet of fuel modification zones cannot be achieved due to open space protection issues or property boundary limitation, special fire protection measures (discussed below in Section 2.9.2 (3) will be implemented to help protect the structures from wildfire, subject to the review and approval of the Riverside County Fire Department.

2.9.2 FUEL MODIFICATION ZONES

A fuel modification zone is an area of land where combustible vegetation has been removed and/or modified and partially or totally replaced with more appropriately spaced, drought-tolerant, fire resistant plants in order to provide a reasonable level of protection to structures from wildland fire. Typical landscape/fuel modification consists of a 100-foot-wide fuel management area from the side or rear lot boundary extending outwards towards undeveloped/open space areas. Access points will be provided at the time implementing projects are submitted. Below are the descriptions and required treatments for the two (2) fuel modification zones, Fuel Modification Area (FMA) and Fuel Maintenance Zone (FMZ), within BEAUMONT POINTE Specific Plan.

1. Fuel Modification Area (FMA)– Irrigated/Paved Zone (Property Owners' Association Maintained)

FMA is a 100-foot-wide irrigated zone surrounding the building pad and is measured from the edge of the developed pad and moving outward. FMA is applicable Specific Plan-wide for every perimeter structure. Most of the landscaped areas within Industrial and General Commercial Planning Areas meet FMA standards. All highly flammable native vegetation, as listed in Table 4-2, *Prohibited Plant Species*, shall be removed except for species approved by the Riverside County Fire Department. FMA is planted with drought-tolerant, less flammable plants, subject to Riverside County Fire Department approval. A permanent, automatic irrigation system shall be installed in FMA to maintain hydrated plants. Landscaping in this zone shall be in accordance with Table 4-1, *Plant Palette*, and Table 4-2, *Prohibited Plant Species*.

2. Fuel Maintenance Zone (FMZ) – (Property Owners' Association Maintained)

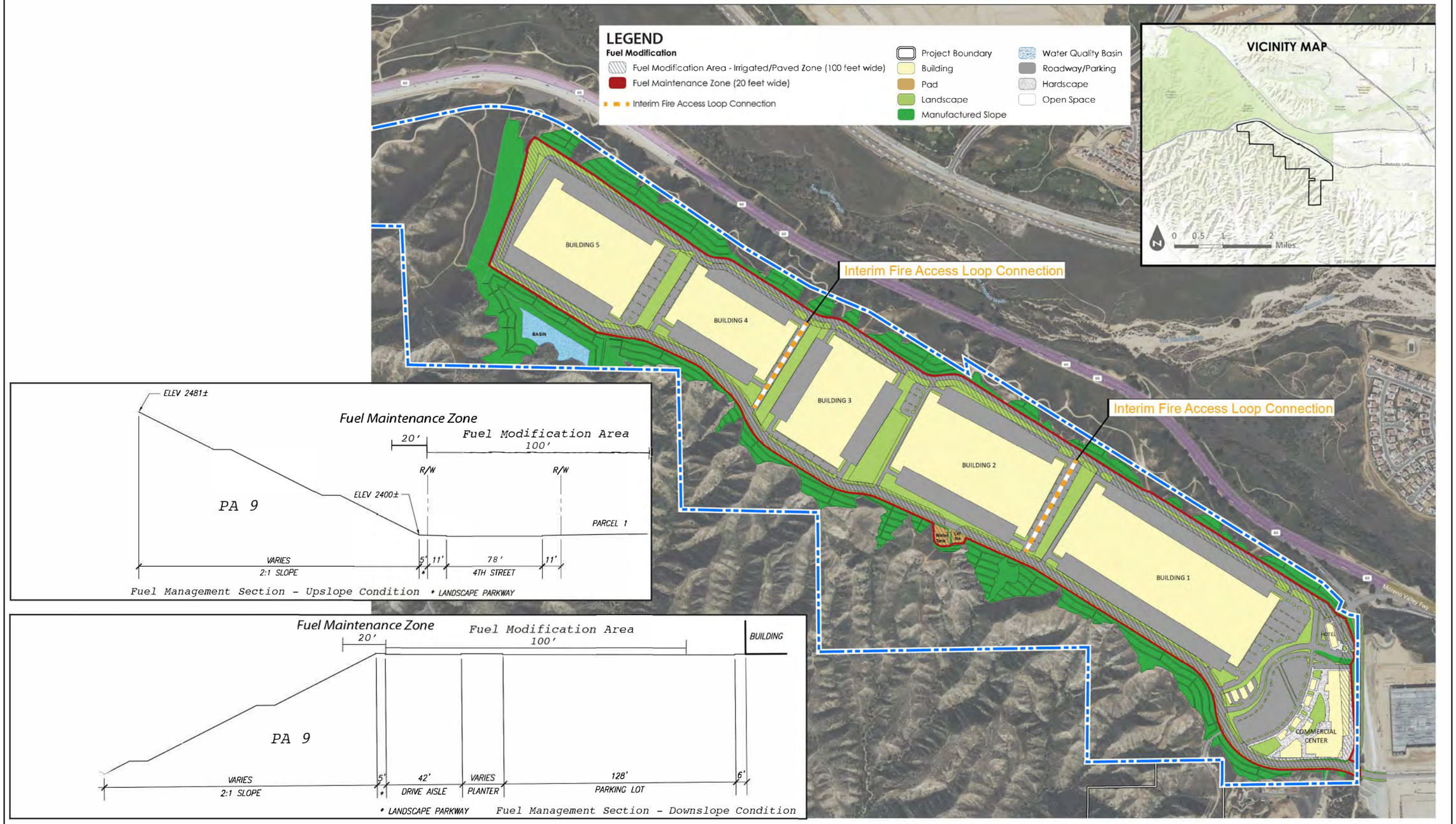
FMZ reduces the fuel load of a wildland area adjacent to the FMA, and thereby, reduces heat and ember production from wildland fires, slows fire spread, and reduces fire intensity. FMZ consists of thinning treatment and removal of plants to ensure that areas in this zone are free of any dead and dying combustible vegetation and is measured from the end of FMA's limits extending outwards 20 feet. Some areas within this zone may have irrigated vegetation on manufactured slopes, others may have native vegetation. Landscaping in this zone shall be in accordance with Table 4-1, *Plant Palette*, and Table 4-2, *Prohibited Plant Species.*

3. Special Fire Protection Features

Special Fire Protection Features may be required for a few buildings located within Industrial and General Commercial Planning Areas because they do not meet the minimum 100-foot fuel treatment setback. These Special Fire Protection Features will be based on worst case scenarios (slope, wind, native vegetation, fuel moisture, humidity, etc.) and fire fuel modeling. Any building that is located less than 100 feet of setback may, subject to review and approval by the RCFD as part of the Plot Plan review process, include one or more of the following or similar Special Fire Protection Features which provide a functional safety equivalency of a 100-foot-wide fuel treatment setback: one-hour rated construction (or greater rating), limitations on window and/or door openings, increased width of required irrigated landscaping, exterior fire sprinklers, or additional ignition resistant construction requirements.

2.9.3 Fire Protection Plan improvement Standards

1) The Riverside County Fire Department shall review and approve the final Fire Protection Plan for all implementing projects.
2) Once the Fire Protection Plan is implemented, the Fuel Modification Area and the Fuel Maintenance Zones shall be maintained in a manner consistent with the Plan by the Property Owners' Association.
3) The Specific Plan's Plant Palette, as listed in Table 4-1, *Plant Palette*, shall be approved by the RCFD.
4) Any landscaping provided within parkways and slopes adjacent to native habitat within natural open space areas shall conform to the landscaping prohibitions outlined in Table 4-1, *Plant Palette and* Table 4-2, *Prohibited Plant Species.*
5) Vegetation management of the Fuel Modification Area and Fuel Maintenance Zone (i.e. assessment of condition and removal of dead and dying and undesirable species), as well as thinning as necessary to maintain specified plant spacing and fuel densities, shall be completed annually by May 1 of each year and more often as needed for fire safety, as determined by the Riverside County Fire Department during the interim period where Fuel Modification Area and Fuel Maintenance Zone is maintained on- or off-site.
6) Vegetation management will also be implemented as an interim Fuel Modification Area and Fuel Maintenance Zone throughout the construction for each structure as there may be a period as long as one or more years where developing areas of the Specific Plan are exposed on multiple sides to wildland fuels.
7) Fuel Management, Brush Clearing and other Fuel Modification related to fire protection shall be prohibited within Planning Area 10, which is conserved as habitat under the MSHCP.
8) An emergency access route from Jack Rabbit Trail to State Route 60 shall be constructed (24-feet of paving on a 25-feet curb to curb roadway) to provide emergency access into and out of the site, consistent with the configuration shown in Figure 2-10, JRT and Hwy 60 Emergency Access.
9) The Specific Plan's Fire Protection Plan is conceptual and is subject to detailed engineering review and approval by the City Engineer and may be modified as needed to address regulatory standards and obtain City Approvals.

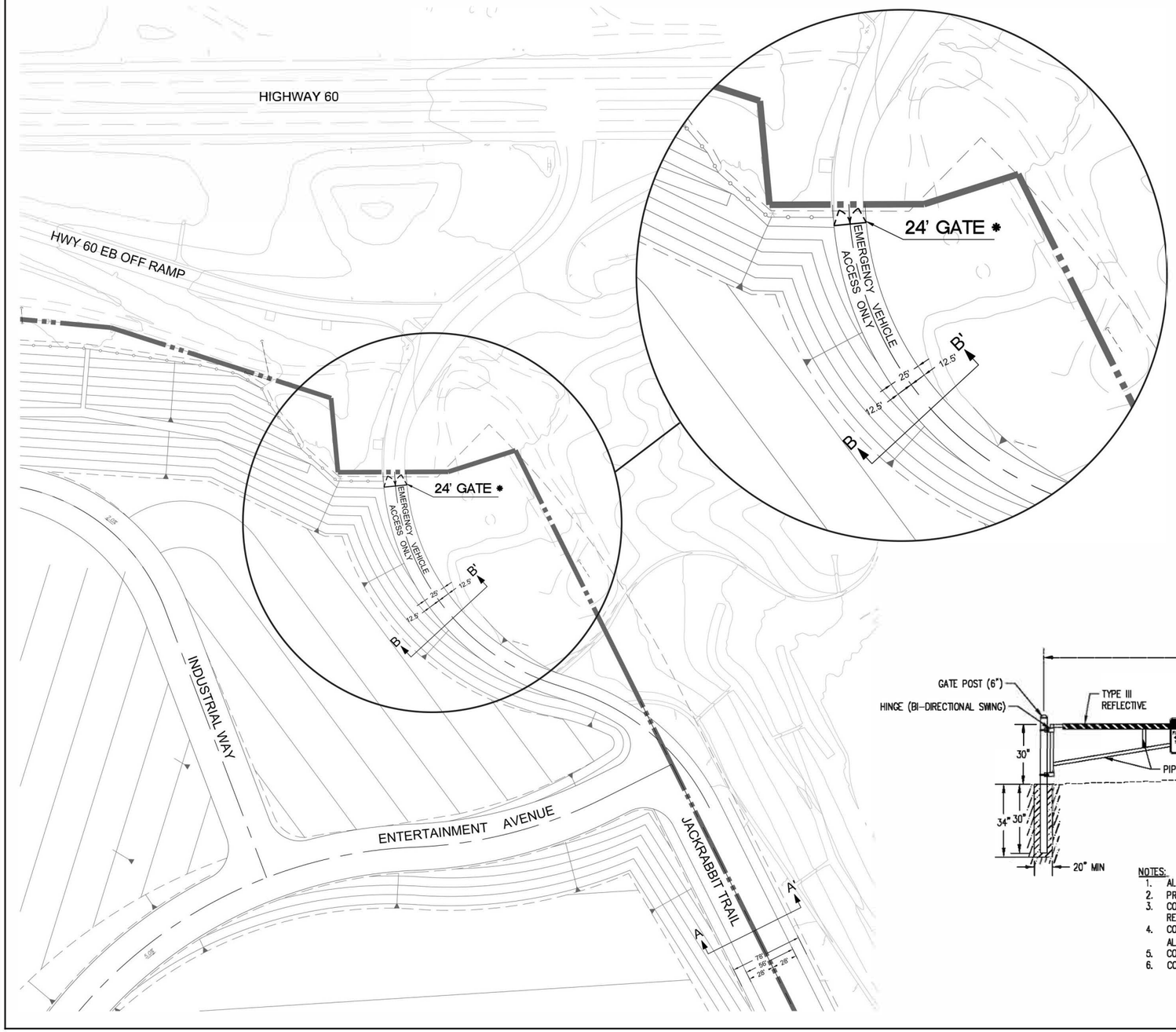


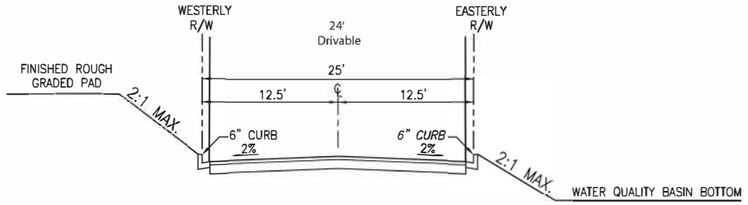
Source(s): Dudek (09-29-2022)

Figure 2-9

Conceptual Fuel Modification Plan

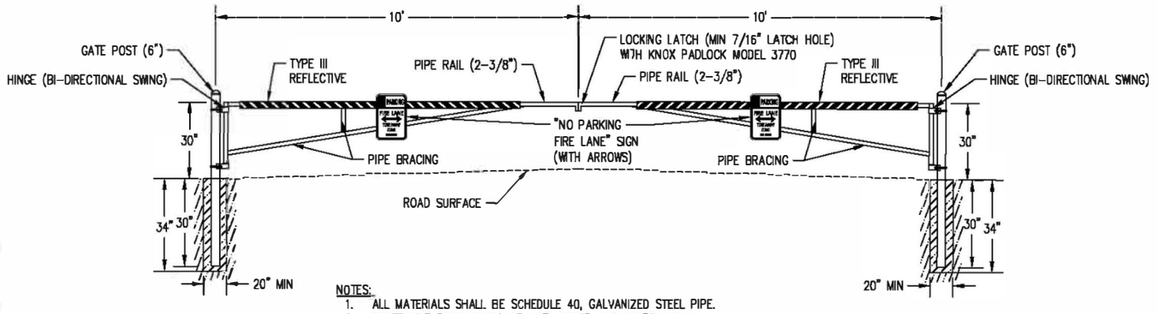
Not to Scale





Emergency Access Road

Gate Detail



NOTES:
1. ALL MATERIALS SHALL BE SCHEDULE 40, GALVANIZED STEEL PIPE.
2. PROTECTIVE FINISH SHALL BE HOT-DIPPED, GALVANIZED GRAY.
3. CONTRACTOR TO INSTALL NO PARKING, FIRE LANE SIGN ON EACH SIDE OF GATE MEETING THE REQUIREMENTS OF OFC D103.6 AS AMENDED BY CITY OF HILLSBORO HMC 11.28.010.
4. CONTRACTOR TO INSTALL TYPE III REFLECTIVE STRIPING ON BOTH SIDES OF GATE. STRIPING SHALL BE ALTERNATING RED/WHITE STRIPES, 6" WIDE & AT 45° ANGLE.
5. CONCRETE SHALL BE 3,000 PSI.
6. COORDINATE INSTALLATION OF KNOX PADLOCK WITH CITY OF HILLSBORO FIRE DEPARTMENT.

Source(s): Proactive Engineering (03-31-2022)

Figure 2-10

JRT & 60 Emergency Access Road

Not to Scale

CHAPTER 3

DEVELOPMENT STANDARDS

CHAPTER THREE establishes the General Development Criteria, Permitted, Conditional, and Ancillary Uses, Development Standards, and Planning Area Standards in BEAUMONT POINTE.

3.1 GENERAL DEVELOPMENT CRITERIA

3.2 PERMITTED, CONDITIONAL, AND ANCILLARY USES

3.3 GENERAL COMMERCIAL DEVELOPMENT STANDARDS

3.4 INDUSTRIAL DEVELOPMENT STANDARDS

3.5 PLANNING AREA STANDARDS

3.6 ENERGY EFFICIENCY DEVELOPMENT CRITERIA

3 | DEVELOPMENT STANDARDS

Chapter 2 established the infrastructure improvement standards for the Specific Plan. Chapter 3 establishes the Implementation Regulations for each Planning Area in the BEAUMONT POINTE Specific Plan, and consists of the General Development Criteria, Permitted and Conditionally Permitted Uses, Development Standards, and Planning Area Standards provided in this Chapter. The Implementation Regulations provided herein work in concert with the architecture and landscape design guidelines set forth in Chapter 4, *Design Guidelines*, to achieve the desired vision for BEAUMONT POINTE. This chapter shall apply to all Subdivision Maps, Plot Plans, Conditional Use Permits, and any other action requiring approval for implementation of the BEAUMONT POINTE Specific Plan.

Planning Areas within the BEAUMONT POINTE Specific Plan were formed on the basis of logical separate areas of land use and development to ensure that development of the Industrial, General Commercial, and Open Space areas are consistent with the quality of development and vision of City of Beaumont for the BEAUMONT POINTE Specific Plan.

Section 3.1 provides General Development Criteria for the entire Specific Plan area to ensure the orderly and sensitive development of the BEAUMONT POINTE SPECIFIC PLAN. Table 3-1 within this section provides a list of Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses that establish and support the purpose, intent, and standards of the General Commercial and Industrial Land Use Designations. The Development Standards presented in this section (Tables 3-2 and Table 3-3) identify the criteria for the development of the General Commercial and Industrial Planning Areas, respectively. The Planning Area Standards for each Planning Area reference the relevant Figures, including Figures that depict desired architecture and landscaping elements contained throughout this Specific Plan. The Planning Area Figures (Figures 3-1 through 3-4) presented in this section are derived from the Specific Plan Land Use Plan for BEAUMONT POINTE and are illustrated in Figure 2-1, *Conceptual Land Use Plan*.

Whenever the Implementation Regulations contained herein differ from those contained in the City's Zoning Ordinance, the provisions of this Specific Plan shall take precedence. Permitted, Conditionally Permitted, and Ancillary Uses provided in this Specific Plan shall take precedence over the uses identified in the City's Zoning Ordinance. Any standard, condition, or situation not specifically addressed either by the Implementation Regulations herein, shall be subject to the applicable requirements of the City of Beaumont.

For additional information and specifications on the implementation of development within the BEAUMONT POINTE Specific Plan see Chapter 5, *Implementation Plan.*

3.1 GENERAL DEVELOPMENT CRITERIA

To ensure the orderly and sensitive development of the BEAUMONT POINTE SPECIFIC PLAN area, the following General Development Criteria apply to the entire Specific Plan area and augment the Development

Standards and Planning Area Standards provided elsewhere in Chapter 3. The Specific Plan-wide General Development Criteria are as follows:

1. The BEAUMONT POINTE SPECIFIC PLAN shall be developed as an employment and retail entertainment center containing Industrial, General Commercial, Open Space, and Open Space - Conservation land uses on approximately 539.9 acres, as illustrated on Figure 2-1, *Conceptual Land Use Plan*.

2. The BEAUMONT POINTE SPECIFIC PLAN shall be developed with a Maximum Building Square Footage of 5,331,000 square feet including up to 246,000 of General Commercial uses, a 125-room limited-service hotel (approximately 90,000 square feet) and up to 4,995,000 square feet of Industrial development.

3. The City of Beaumont Planning Department shall prepare and maintain a Development Intensity Table which identifies each approved implementing project by Planning Area along with the approved building square footage, so that a running total of the approved square footage is monitored to assure that the maximum square footage permitted by the Specific Plan document (in the Industrial or General Commercial) is not exceeded.

4. No development is permitted within Planning Area 10, which is reserved as Conservation Open Space and is intended to be conveyed to the Multiple Species Habitat Conservation Plan.

5. Prior to issuance of a building permit for construction of any new use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the Planning Department verifying that all pertinent conditions of this Specific Plan approval have been satisfied for the phase of development in question.

6. A review in compliance with the California Environmental Quality Act (CEQA) shall be conducted to determine potential environmental impacts resulting from each discretionary land use application required to implement this Specific Plan, unless such proposal is determined by the Community Development Director to be consistent with the project EIR (ENV2019-0008) and does not require subsequent environmental review, or is exempt from the provisions of CEQA, pursuant to Section 5.2.6, Environmental Review. Any required CEQA review shall be prepared as part of the review process for implementing project.

7. Lots or parcels created within the Specific Plan area pursuant to any concurrent or subsequent tentative subdivision map(s) shall be in conformance with the Implementation Regulations of the Specific Plan herein applied to the property, or as modified pursuant to Chapter 5, Implementation Plan.

8. For the security and safety of future employees and visitors, the applicant and/or developer shall incorporate the following design concepts within each individual Plot Plan or Conditional Use Permit, or as approved by the Community Development Director:

    a. Circulation for pedestrians, vehicles, police patrols and fire protection.
    b. Lighting of streets, parking areas, and walkways.
    c. Visibility of doors and windows from the street and between buildings, where practical.
    d. Fencing heights and materials.

9. All lighting shall be consistent with the City of Beaumont's Outdoor Lighting Ordinance (Chapter 8.50 of the City of Beaumont Municipal Code – Outdoor Lighting) and its provisions.

10. A Sign Program for the BEAUMONT POINTE Specific Plan shall be prepared and approved by the City of Beaumont prior the issuance of occupancy permits of new structures or facilities. The **BEAUMONT POINTE** Sign Program shall provide adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.

11. Common areas identified in the Specific Plan are intended to be owned and maintained pursuant to Table 5-1, Maintenance Responsibilities, as described below:

    a. One or more permanent master maintenance organizations shall be established for the Specific Plan area, such as a Master Property Owners Association, Property Owners Association, and/or Sub-Association, to assume ownership and/or maintenance responsibility for all common space, private circulation systems, common parking lots, pedestrian paths, and other landscaped areas. Such a maintenance organization(s) may be public or private, or a combination of public and private.

    b. The maintenance organizations shall be established concurrent with approval of the first Plot Plan or Conditional Use Permit. The ownership and maintenance responsibility shall be identified for each common area at the time Plot Plans or Conditional Use Permits are filed.

12. Structures shall be constructed to comply with California Energy Commission Title 24, Energy Efficiency Standards for Non-Residential Construction in place at the time Building Permits are issued.

13. In accordance with the California Solid Waste Reuse and Recycling Access Act of 1991, Cal Pub Resources Code §42911, adequate areas for collecting and loading recyclable materials shall be provided.

    a. Separate recycling bins and large external recycling collection bins at a central location shall be provided for collection trash pick-up.

14. Please refer to Section 3.6 for Energy Efficiency Development Criteria.

3.2 PERMITTED, CONDITIONAL, AND ANCILLARY USES

Land within the BEAUMONT POINTE Specific Plan and structures/facilities therein may be developed, divided, and/or used for those activities listed in Table 3-1, *Permitted Uses*. Table 3-1 lists the Permitted, Conditionally Permitted, Ancillary and Prohibited land uses for each land use district established by this Specific Plan (Industrial and General Commercial).

The symbols shown in Table 3-1 have the following meanings:

- "P" means the land use is Permitted by right in the specified Land Use Designation, subject to the Development Standards applicable to that Land Use Designation.
- "C" means the land use is Conditionally Permitted, subject to the filing of a Conditional Use Permit Application in accordance with the requirements of the City Zoning Ordinance and must be approved by the City of Beaumont before the use can be established within a particular Land Use Designation.
- "A" means the land use is Permitted by right in the specified Land Use Designation, only when the use is Ancillary to (in support of) the main Permitted or Conditionally Permitted use of the property.
- "N" means the land use is Not Permitted within that Land Use Designation.

TABLE 3-1 PERMITTED USES

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	**General Commercial (Planning Areas 1 & 2)**	**Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)**	**Notes**
Administrative/Professional Services			
Administrative/Professional Offices	P	P	
Advertising Agencies	P	P	
Architectural/Engineering/Design Services	P	P	
Attorney/Legal Services	P	P	
Business Management Services	P	P	
Government Offices	P	P	
Agricultural Uses			
Commercial Growing Establishments	N	N	
Kennels (all Classes)	N	C	
Alcohol Service and Sales			
Restaurants with Alcoholic Beverage Sales	P	N	Less than 10,000 sf in size
Restaurants with Alcoholic Beverage Sales	C	N	Greater than 10,000 sf in size
Automotive Services			
Automobile, Motorcycle, and Marine Craft Sales (New and Used)	N	C	
Automobile Parking Facilities	P	P	
Automobile Rental Agencies	N	P	
Automobile and/or Truck Repair Facilities with or without eight (8) or fewer fueling stations	N	A	Limited to basic maintenance such as tire repairs, oil changes, and other minor non-engine vehicle maintenance
Automobile Towing and/or Wrecking Facilities	N	C	
Body and Paint Shops	N	C	
Car Wash	C	A	
Gas/Service Stations	C	A	
Limousine Services	N	P	
Recharging Stations	P	P	
Towing Services With Indoor Vehicle Service	N	C	
Towing Services With Outdoor Vehicle Storage	N	C	
Truck/Trailer Storage	N	C	

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	General Commercial (Planning Areas 1 & 2)	Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)	Notes
Truck/Trailer Rentals	N	P	
Communications Facilities			
Wireless Telecommunication Facility — Stealth (camouflaged)	C	C	
Wireless Telecommunication Facility —Non-Stealth	N	N	
Radio and Television Broadcasting Studios	N	P	
Recording and Sound Studios	N	P	
Satellite Dishes (Non-Private)	P	P	
Satellite Dishes (Private Use)	C	P	
Ham Radio Antennae (Private Use)	N	P	
Daycare Facilities			
Commercial Day Care Facilities	P	A	
Educational Establishments			
Tutoring & Testing	P	C	
Vocational and Trade Schools	P	C	
Food and Beverage Sales			
Ancillary Retail – Food and Beverage (No Alcohol)	P	P	Sale of products/food/beverages as part of the operation of any commercial or recreation establishment.
Bakeries	P	P	
Large Commercial Bakeries	N	P	
Catering Establishments	P	P	
Convenience Markets	P (No Alcohol) C (with Alcohol)	N	
General Merchandise and Trade			
Antique Sales	N	A	
Appliance Sales	N	C	
Art Galleries and Supplies	P	N	
Books and Magazines	P	N	
Building Materials	N	P	
Building Materials with outdoor sales/storage	N	P	
Camera and Photographic Supplies	P	N	
Candy Stores	P	N	

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	General Commercial (Planning Areas 1 & 2)	Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)	Notes
Cigar/Cigarette Shops	C	N	
Electronic Equipment Sales	P	C	
Equipment Sales and Rentals	N	P	
Freight Forwarding Services	N	P	
Gifts, Crafts, and Novelties	P	N	
Hobby, Toy, and Game Stores	P	N	
Indoor Swap Meets	C	N	
Jewelry Sales and Repair	P	N	
Leather Goods	P	N	
Office Equipment, Furniture, and Supplies	N	C	
Records, Tapes, and Videos	P	N	
Retail, Other Specialty	P	N	
Sporting Goods and Equipment	P	P	
Surplus Stores	P	C	
Variety Stores	P (No Alcohol) C (with Alcohol)	N	
Wholesale Establishments	N	C	
Lodging			
Bed and Breakfast Facilities	P	N	
Emergency Shelters	N	C	
Hotels and Motels	P	N	
Restaurants, Bakeries, and Bars within Hotel	A	N	
Residence Inns	P	N	Extended stay transient occupancy use with limited kitchen facilities.
Manufacturing and Industrial			
Apparel/Textile Products	N	P	
Assembly Plants	N	P	
Bottling Plants	N	P	
Bulk Postal Service Facilities, Shipping/parcel delivery hub, or sorting center	N	P	
Chemicals and Pharmaceuticals	N	C	Chemical rooms are permitted (P) as an ancillary use to any conditionally permitted (C) primary use.
Contract Construction Services	N	P	Wholly enclosed within the building.

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	General Commercial (Planning Areas 1 & 2)	Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)	Notes
Data Services	N	P	
Exterminating Services	N	C	
Feed and Fuel Yards	N	C	
Food and Kindred Products	N	P	
Furniture	N	P	
Lumber/Wood Products	N	P	
Heavy Manufacturing (with significant impacts to wastewater treatment, parking, etc.)	N	C	
Moving and Storage Establishments	N	C	
Metal Salvage Yards	N	C	
Paper Products – Distribution Only	N	P	
Petroleum-Related Materials	N	C	
Primary Metal Industries (Electroplating)	N	C	
Printing/Publishing	N	P	
Professional/Scientific/Electronic Products	N	P	
Research Services and Laboratories	N	P	
Retail Sales of Products Manufactured or Stored On-Site	N	P	
Sandblasting and Beadblasting	N	C	
Taxidermy	N	C	
Personal Services			
Barbers and Beauty Parlors	P	N	
Commercial Pet Grooming Services	P	C	
Laundries, Laundromats	N	C	
Massage Establishment	C	N	
Photocopying and Photo Developing Services	N	P	
Photography Studios	P	N	
Tattoo/Body Piercing Services	C	N	
Public and Quasi-Public Uses			
Community Recreation Centers	P	N	
Cultural Facilities	C	N	
Libraries	C	N	
Museums	C	N	
Parks	P	N	

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	General Commercial (Planning Areas 1 & 2)	Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)	Notes
Public Safety Facilities	P	P	
Senior Citizen Activity Centers	P	N	
Recreation and Entertainment			
Amusement Parks	C	N	
Athletic Fields	P	N	
Batting Cages	P	N	
Billiard and Pool Halls	P	N	
Bowling Alleys	P	N	
Commercial Athletic Facility	P	N	
Dance Studios	P	N	
Golf Driving Ranges	C	N	
Health Clubs and Gymnasiums	P	P	
Miniature Golf Courses	P	N	
Off-Road Mini-Bike and Motor-cross Courses	C	N	
Public Auditorium/Auditoriums	P	N	
Rock Climbing Walls	P	N	
Shooting Range (Indoor)	C	C	
Skating Rinks	P	P	
Video Arcades	P	N	
Recycling			
Collection Facilities	N	C	Conducted fully within building.
Processing Facilities	N	C	Conducted fully within building.
Religious Institutions			
Churches	C	C	
Monasteries, Convents, or Similar Religious Use	C	C	
Repair Services			
Electrical and Household Appliances Repair	N	P	
Furniture Refinishing	N	P	
Furniture Reupholstering	N	P	
Machine Shops	N	P	
Welding Shops	N	P	
Restaurant			

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	**General Commercial (Planning Areas 1 & 2)**	**Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)**	**Notes**
Delicatessens, Cafes, and Refreshment Stands	P (No Alcohol) C (with Alcohol)	A	
Bakery Shops	P	A	
Fast-Food Restaurants—Without Drive-Thru	P	N	
Fast-Food Restaurants—With Drive-Thru	C	N	
Sit-Down Restaurants	P	N	
Sit Down Restaurant with live Entertainment	C	N	
Restaurant, serving alcohol	C	N	Less than 10,000 sf in size
Restaurant, serving alcohol	C	N	Greater than 10,000 sf in size
Service Organizations			
Philanthropic and Charitable Institutions	N	C	
Service Organizations	N	C	
Temporary Uses			
Street/Craft Fairs and Farmers' Markets	C	N	
Temporary Structures (Subdivision sales Office)	P	P	
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 90 Days	P	P	
Outdoor Displays	C	C	
Parking Lot Sales	P	P	
Amusement Enterprises/Recreational Activity Centers	C	C	
Transportation Facilities			
Bus Passenger Terminals	N	C	
Charter Bus Companies	N	C	
Motor Vehicle Transportation (Taxi/Shuttle)	N	C	
Truck Stops, Storage Yards and Terminals	N	C	
Utilities			
Public Utility/Service Structures	P	P	
Utility Company Offices	P	P	
Public Storage Facilities	C	P	
Additional Uses Not Listed in City's Ordinance			
Linen and Uniform Supply	N	P	
Distribution warehouses, general warehouses, and e-commerce fulfillment centers, for dry goods	N	P	

USE LEGEND: P=PERMITTED | C=CONDITIONAL USE | A=ANCILLARY | N=NOT PERMITTED			
Use	General Commercial (Planning Areas 1 & 2)	Industrial (Planning Areas 3, 4, 5, 6, 7, & 8)	Notes
Distribution warehouses, general warehouses, and e-commerce fulfillment centers for chilled, cooled, or frozen goods	N	P	
Industrial Robotics Manufacturing and Assembly	N	P	
Data processing centers and data storage services	N	P	Such as computer server centers. Excludes employee-intensive call centers.
Computer and electronic parts manufacturing and assembly	N	P	
Machinery manufacture	N	P	
Day/health spa	P	N	
Showroom (with Primary Use)	A	A	
Indoor Go Kart Racing Tracks	P	P	
Indoor Trampoline Parks and/or Indoor Obstacle Courses	P	P	
Indoor, Man-made Surf and Wave Recreation	P	P	
Electronic (Internet) Shopping and Auctions, and Mail Order Houses	P	P	Includes direct business to consumer internet retail sales, auction houses, and/or mail order retail sales.
Recreational Uses within fully enclosed building with ancillary outdoor activities.	P	P	
Notes: 1. There are no permitted uses in Planning Area 10.			

3.3 General Commercial Development Standards

The Development Standards identified below establish the criteria that shall apply to Planning Areas 1 and 2 (The Experience at Beaumont Pointe) which are designated General Commercial within Beaumont Pointe. The Maximum Building Square Footage for Planning Areas 1 and 2 is a total of 246,000 square feet of General Commercial Maximum Building Square Footage plus a 125-room limited-service hotel (approximately 90,000 square feet) at a maximum Floor Area Ratio (FAR) of 0.75. The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage due to the manner in which Traffic Reports analyze hotels, which is based on the number of rooms, not facility square footage. Additional design criteria for this Planning Area can be found in Chapter 4, *Design Guidelines*.

Table 3-2 Development Standards – General Commercial

Site Requirements	
Minimum Lot Area	N/A
Minimum Average Lot Width	N/A
Maximum Floor Area Ratio (F.A.R.)[1]	0.75 F.A.R.
Minimum Landscape Coverage[2] (Calculation of Landscape Coverage shall include slope banks, parking islands, enriched paving, landscaped portions of basins, and plantings (trees, shrubs, groundcovers, vines) and may include walkways, benches, trellises, thematic fencing, walls, and related amenities.)	15%[2] 20%[3]
Notes: 1. The F.A.R. shall be calculated for each Planning Area or Parcel. The overall Maximum Building Square Footage for General Commercial uses within the Beaumont Pointe Specific Plan (246,000 s.f.) in addition to a 125-room limited-service hotel (approximately 90,000 square feet) shall not be exceeded regardless of the F.A.R. achieved throughout the entire Specific Plan. The 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the General Commercial uses analyzes traffic based on square footage, while the traffic analysis for hotels is based on the number of rooms. 2. The Minimum Landscape Coverage calculated on a Planning Area by Planning Area and/or parcel by parcel basis. 3. Overall of the entire Specific Plan site (Planning Areas 1 through 8) at build-out. Slopes adjacent to roadways are included in calculation of Planning Area landscaping and overall landscaping acreage.	
Minimum Setback Requirements (When abutting a public or private street) (As measured from the building to the edge of the right-of-way or to the property line.)	
Front, Rear, and Side	Building Heights under 35 feet: 25' (50' if parking in front) Building Heights over 35 feet: Maximum 25'
Architectural features such as cornices, eaves, canopies, decorative wall elements	May encroach up to 4 feet into the setback, provided that adequate emergency access can be maintained, subject to approval by the Riverside County Fire Department.
Minimum Setback Requirements at Interior Side Yards (as measured from the parcel line.)	
Building	5 feet
Drive Aisle and Passenger Car and Truck Parking	5 feet
Screened Loading and Storage Yards	0 feet
Minimum Drive Aisle and Parking Space Separation Requirements **(as measured from the building to the drive aisle or parking space)**	
Adjacent to building office element	10 feet
Adjacent to solid building wall or screen wall/fence, and not within a screened/enclosed yard.	5 feet

Adjacent to solid building wall or screen wall/fence, and within a screened/enclosed yard.	0 feet
Other Development Standards	
Maximum Building Height (Measured from the building's finished floor elevation to the highest point of the building's roof, parapet, or other architectural projection. Excluding roof-mounted equipment and screening, such as solar panels, which may extend up to 10 feet above the roofline.)	60 feet
Ground and Roof-Mounted Equipment	All ground and roof mounted mechanical equipment (except solar panels) shall be screened or obscured by landscaping when visible from adjacent public roadways.
Signage	Signage shall be in conformance with the BEAUMONT POINTE Sign Program.
Outside Storage	If a non-screened outdoor general retail area is proposed, this area shall be identified on the implementing Plot Plan or Conditional Use Permit and shall be set back a minimum of 25 feet from the edge of the right-of-way.

3.3.1 OTHER GENERAL COMMERCIAL DEVELOPMENT STANDARDS

1) The maximum F.A.R. for General Commercial Planning Areas is 0.75 F.A.R. The overall Maximum Building Square Footage for General Commercial uses within BEAUMONT POINTE (246,000 square feet in addition to a 125-room limited-service hotel at approximately 90,000 square feet) shall not be exceeded regardless of the F.A.R. achieved throughout the entire Specific Plan. The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the commercial site estimates traffic based on square footage, while the traffic analysis for hotels is based on the number of rooms.

2) A 15% variation in the acreage and/or development intensity (square footage) of each Planning Area is permitted without a Specific Plan Amendment or Substantial Conformance. However, acreage and/or development intensity (square footage) variations between 15.1 and 25% will require a Substantial Conformance, with variations over 25% requiring a Specific Plan Amendment. Chapter 5, *Implementation Plan,* identifies the mechanisms and procedures for Substantial Conformances and Specific Plan Amendments to the BEAUMONT POINTE Specific Plan.

3) Loading docks and truck parking areas shall be visually screened from 4th Street, Jack Rabbit Trail, and Entertainment Way, in conformance with the wall height restrictions and other requirements contained in the Development Standards, by the use of walls, landscaping, and/or other screening features or barriers (such as berms) or any combination thereof.

4) Parking within Planning Area 1 shall conform to Section 17.05.040 of the City of Beaumont Zoning Ordinance.

5) Within outdoor storage areas, materials or equipment shall be stored to a height no greater than fourteen feet (14'). Outdoor loading and storage areas and loading doors shall be screened from view from public streets and/or public views by concrete or masonry walls, tubular steel fencing, and/or landscaping in conformance with the wall height restrictions and requirements contained in the Development Standards. All gates shall be lockable. Walls, fencing, and/or landscaping used as screening shall be of sufficient height to screen all outdoor materials and equipment, from view of public streets. Screening walls and/or other screening features shall be a minimum eight feet (8') in height and shall not exceed fourteen feet (14') in height. A combination of walls, landscaping, and/or

other screening features or barriers (such as berms) or any combination thereof may exceed fourteen feet (14') in height.

6) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices (except solar panels) visible from 4th Street, Jack Rabbit Trail, and Entertainment Way, shall be screened and treated with a neutral color.

7) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets, open space, and/or adjacent properties. All exterior lighting shall comply with applicable requirements of Chapter 8.50 of the City of Beaumont Municipal Code – Outdoor Lighting.

8) If a non-screened outdoor general retail exhibit area is proposed, the exhibit area shall be identified on the implementing Plot Plan or Conditional Use Permit and shall be set back a minimum of 10 feet from the edge of the right-of-way.

9) Signage shall be in conformance with the approved BEAUMONT POINTE Sign Program and the BEAUMONT POINTE Specific Plan. The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to an approved BEAUMONT POINTE Sign Program.

10) Please refer to Section 3.6 for Energy Efficiency Development Criteria.

3.4 INDUSTRIAL DEVELOPMENT STANDARDS

The Development Standards identified below establish the criteria that shall apply to the Planning Areas designated Industrial within the BEAUMONT POINTE Specific Plan (Planning Areas 3, 4, 5, 6, 7, and 8). The combined Maximum Building Square Footage for Planning Areas 3, 4, 5, 6, 7, and 8 is 4,995,000 square feet of Industrial Maximum Building Square Footage, at a maximum Floor Area Ratio (FAR) of 0.75. Additional design criteria for these Planning Areas can be found in Chapter 4, *Design Guidelines.*

TABLE 3-3 DEVELOPMENT STANDARDS - INDUSTRIAL

Site Requirements	
Minimum Lot Area	N/A
Minimum Average Lot Width	N/A
Maximum Floor Area Ratio (F.A.R.) [1]	0.75 F.A.R.
Minimum Landscape Coverage [2] (Calculation of Landscape Coverage shall include slope banks, parking islands, enriched paving, landscaped portions of basins, and plantings (trees, shrubs, groundcovers, vines) and may include walkways, benches, trellises, thematic fencing, walls, and related amenities.)	15%[2] 20%[3]
Notes: 1. The F.A.R. shall be calculated for each Planning Area or Parcel. The overall Maximum Building Square Footage for Industrial uses within BEAUMONT POINTE (4,995,000 s.f.) shall not be exceeded regardless of the F.A.R. achieved throughout the entire Specific Plan. 2. The Minimum Landscape Coverage calculated on a Planning Area by Planning Area and/or parcel by parcel basis. 3. Overall of the entire Specific Plan site (Planning Areas 1 through 8) at build-out. Slopes adjacent to roadways are included in calculation of Planning Area landscaping and overall acreage of landscaping.	
Minimum Setback Requirements (When abutting a public or private street) (As measured from the building to the edge of right-of-way or property line.)	
Front	When abutting any public street – 25 feet (of which 10 feet adjacent to the right-of-way shall be landscaped)

	All other instances – 0 feet
Rear	0 feet
Side	0 feet
Architectural features such as cornices, eaves, canopies, decorative wall elements	May encroach up to 4 feet into the setback, provided that adequate emergency access can be maintained, subject to approval by the Riverside County Fire Department.
Minimum Setback Requirements at Interior Side Yards (as measured from the parcel line.)	
Building	5 feet
Drive Aisle and Passenger Car and Truck Parking	5 feet
Screened Loading and Storage Yards	0 feet
Minimum Drive Aisle and Parking Space Separation Requirements (as measured from the building to the drive aisle or parking space)	
Adjacent to building office element	10 feet
Adjacent to solid building wall or screen wall/fence, and not within a screened/enclosed yard.	5 feet
Adjacent to solid building wall or screen wall/fence, and within a screened/enclosed yard.	0 feet
Other Development Standards	
Maximum Building Height (Measured from the building's finished floor elevation to the highest point of the building's roof, parapet, or other architectural projection. Excluding roof-mounted equipment and screening, such as panels, which may extend up to 10 feet above the roofline.)	60 feet
Ground and Roof-Mounted Equipment	All ground and roof mounted mechanical equipment (except solar panels) shall be screened or obscured by landscaping when visible from adjacent public roadways.
Signage	Signage shall be in conformance with the BEAUMONT POINTE Sign Program.
Outside Storage	If a non-screened outdoor general retail exhibit area is proposed, the exhibit area shall be identified on the implementing Plot Plan or Conditional Use Permit and shall be set back a minimum of 10 feet from the edge of the right-of-way.

3.4.1 OTHER INDUSTRIAL DEVELOPMENT STANDARDS

1) The maximum F.A.R. for Industrial Planning Areas is 0.75 F.A.R. The overall Maximum Building Square Footage for Industrial uses within Jack Rabbit Trail (4,995,000 square feet) shall not be exceeded regardless of the F.A.R. achieved throughout the entire Specific Plan.

2) A 15% variation in the acreage and/or development intensity (square footage) of each Planning Area is permitted without a Specific Plan Amendment or Substantial Conformance. However, acreage and/or development intensity (square footage) variations between 15.1 and 25% will require a Substantial Conformance, with variations over 25% requiring a Specific Plan Amendment. Chapter 5, Implementation Plan, identifies the mechanisms and procedures for Substantial Conformances and Specific Plan Amendments to the Beaumont Pointe Specific Plan.

3) Loading docks and truck parking areas shall be visually screened to the extent possible from 4th Street, Jack Rabbit Trail and Entertainment Way, in conformance with the wall height restrictions and other requirements contained in the Development Standards, by the use of walls, landscaping, and/or other screening features or barriers (such as berms) or any combination thereof.

4) Parking shall be limited to 1/1000 square feet for the first 20,000 square feet or 1/2500 square feet for over 20,000 square feet for warehouse space, no parking requirement for office space if it is less than 10% of the warehouse, and 1 truck per every 4 dock doors for truck parking.

5) Within outdoor storage areas, materials or equipment shall be stored to a height no greater than fourteen feet (14').

    a. Outdoor loading and storage areas and loading doors shall be screened, to the extent feasible in conformance with the wall height restrictions and requirements contained in the Development Standards, from view from public streets and/or public views, by concrete or masonry walls, tubular steel fencing, buildings and/or landscaping.

    b. All gates shall be lockable.

    c. Walls, fencing, and/or landscaping used as screening shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from view of public streets. Screening walls and/or other screening features shall be a minimum eight feet (8') in height and shall not exceed fourteen feet (14') in height.

    d. A combination of walls, landscaping, and/or other screening features or barriers (such as berms) or any combination thereof may exceed fourteen feet (14') in height.

6) Truck Terminal/Truck Storage Use:

    a. An operations and truck route plan shall be submitted for review and approval as part of the conditional use permit or plot plan application as required under Beaumont Pointe Specific Plan Sections 5.2.1 Plot Plan or 5.2.3 Conditional Use Permit, as may be applicable.

        i. The plan shall describe the operational characteristics of the proposed use, including but not limited to, hours of operation, number of employees, types of items to be stored at the site, and property maintenance.

        ii. The plan shall also include physical and operational measures for preventing truck queuing, stopping, and parking on public streets.

    b. The queuing of trucks on streets or elsewhere outside of facility shall be prohibited. All queuing, stacking, loading, unloading, and parking shall occur exclusively on-site.

    c. The operator of the storage use shall be responsible for implementing and monitoring an operations and truck route plan during all operations, including, but not limited to posting the plan and educating truck drivers on the approved routes.

    d. Facilities shall not store any products, goods, materials, or containers outside of any building on-site, except for trucks and trailers associated with the facility, unless such storage is permitted through the entitlement process in accordance with this chapter.

    e. Drivers shall not sleep or reside within any vehicle on-site overnight or for any other extended duration of time.

7) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices (except solar panels) visible from 4th Street and Entertainment Way, shall be screened and treated with a neutral color.

8) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets and/or adjacent properties. All exterior lighting shall

comply with applicable requirements of Chapter 8.50 of the City of Beaumont Municipal Code – Outdoor Lighting.

9) All manufacturing and processing activities shall be conducted within a wholly-enclosed building.

10) Products for sale on the premises may be displayed outdoors and unscreened. This is most appropriate for retail businesses such as manufacturing/assembly businesses that produce large items such as boats, RVs, or other similar goods.

11) If a non-screened outdoor general retail exhibit area is proposed, the exhibit area shall be identified on the implementing Plot Plan or Conditional Use Permit and shall be set back a minimum of 10 feet from the edge of the right-of-way.

12) Signage shall be in conformance with the approved Beaumont Pointe Sign Program and the Beaumont Pointe Specific Plan. The Sign Program shall be consistent with the applicable portions of the Specific Plan. The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program.

13) Please refer to Section 3.6 for Energy Efficiency Development Criteria.

14) Hours of Operation: Facilities within Planning Areas 3 through 8 may operate 24 hour per day, seven days per week (24/7)

3.5 Planning Area Standards

3.5.1 Planning Areas 1 & 2 | General Commercial | 26.0 acres

a. Description

Planning Area 1 is designated for 26.0 acres and Planning Area 2 is designated for 4.2 acres of General Commercial land uses in the eastern portion of Beaumont Pointe and is designed as a regional draw, providing a multi-generational leisure and entertainment destination focusing on activity and wellness-based retail uses along with a 125-room limited-service hotel, named THE EXPERIENCE AT Beaumont Pointe. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses*.

As shown on Figure 3-1, THE EXPERIENCE AT Beaumont Pointe within Planning Areas 1 and 2 are located east of Jack Rabbit Trail, and west of Entertainment Way.

It is at the hotel that a tree-lined esplanade begins to take the user to the heart of THE EXPERIENCE AT BEAUMONT POINTE, serving as the organizing spine of the project, taking users from one area and activity to the next. This tree-lined promenade is punctuated by water features, outdoor living room seating areas, and shading devices.
The "Activities Park" serves as the focal point of THE EXPERIENCE AT BEAUMONT POINTE, and consists of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, and "biergarten" games. The tree-lined "Promenade" takes users from the multi-story hotel at one end, through each area, past the "Activities Park", to its termination at a planned large climbing wall, with both indoor and outdoor climbing experiences. A cluster of restaurants with patio dining faces the "Activities Park" and shelter it from the parking areas. The spaces between the restaurants serve as seating areas and portals into the project from the parking area.

The retail-use buildings feature large façade openings with large doors, to allow for dynamic interaction of indoor / outdoor activities and varied uses to spill out onto the "Promenade" and park areas. Potential activity and wellness-based retail uses consist of indoor go-karting, stationary surf wave pools, indoor

trampoline parks, ninja obstacle course gyms, climbing gyms, training facilities, and various athletic and wellness studios.

Planning Areas 1 and 2 provides decorative landscaping along their frontage with 4th Street, Jack Rabbit Trail, and Entertainment Way (within the R.O.W.) as a visual amenity.

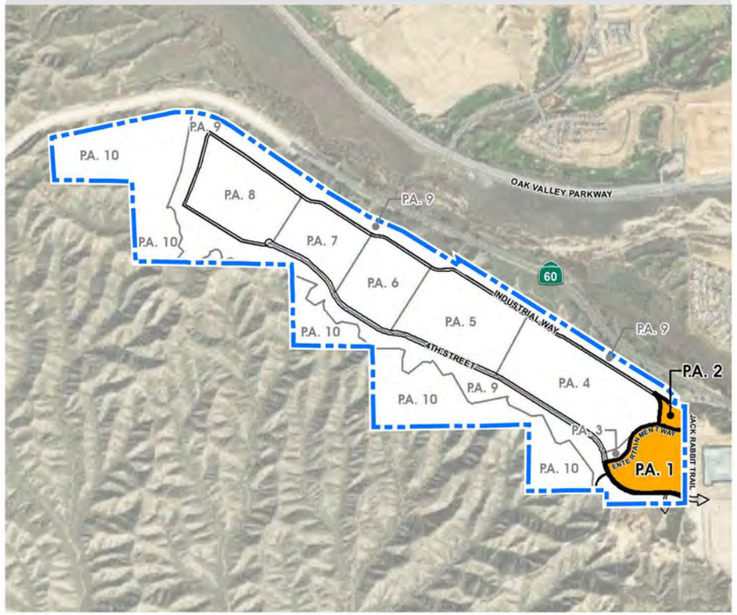
b. Planning Area Standards

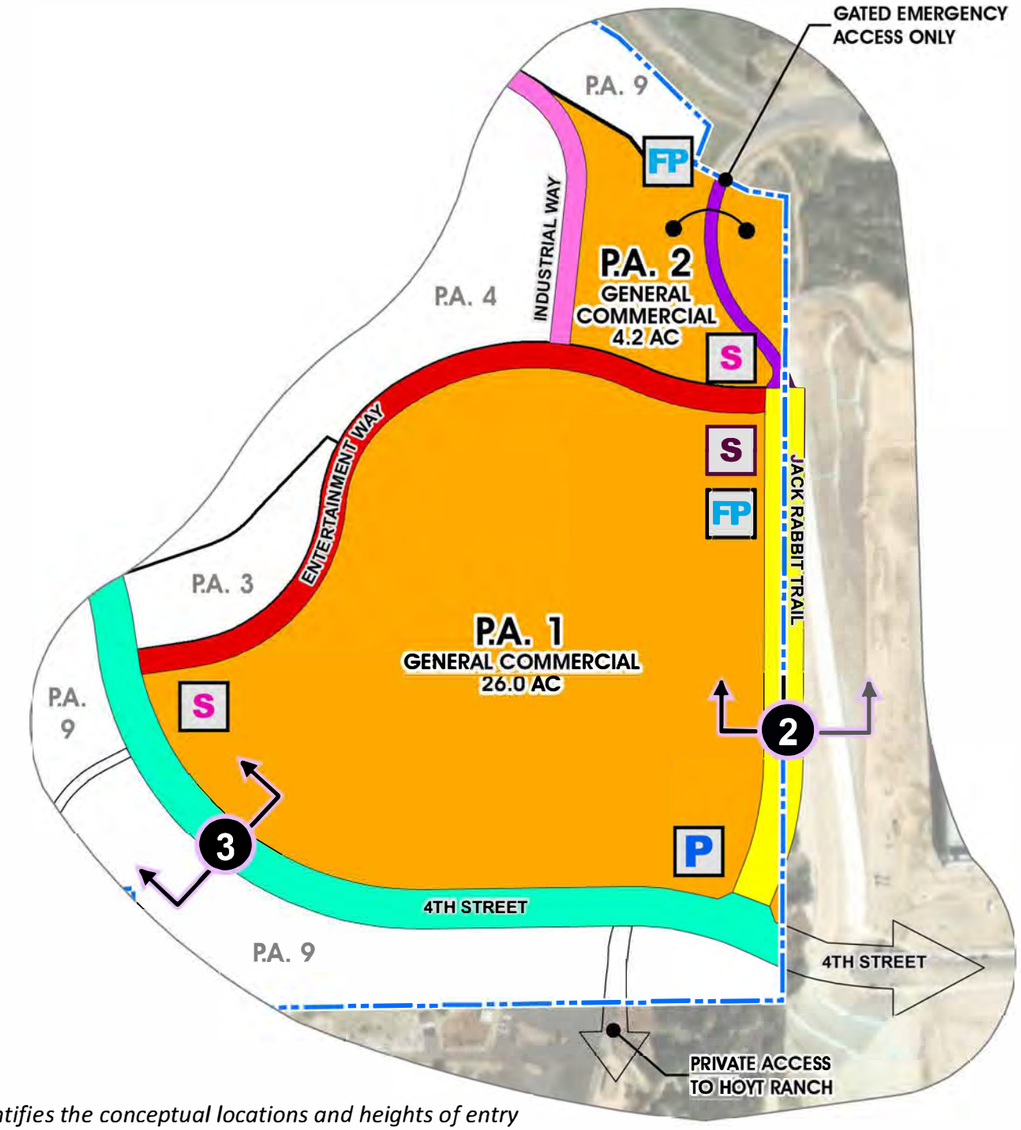
1) Land uses within Planning Areas 1 and 2 shall comply with the Permitted, Conditionally Permitted, and Ancillary Uses for General Commercial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Areas 1 and 2 shall comply with the Development Standards for General Commercial land uses provided in Section 3.3.
3) Primary access to Planning Areas 1 and 2 shall be provided by 4th Street, Entertainment Way, and/or Industrial Way as shown on Figure 2-2, *Conceptual Circulation Plan.*
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved BEAUMONT POINTE Sign Program. The BEAUMONT POINTE Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along Jack Rabbit Trail, Entertainment Way, 4th Street, and Industrial Way as conceptually illustrated on Figure 4-4, *Conceptual Jack Rabbit Trail Streetscape,* Figure 4-5, *Conceptual Entertainment Way Streetscape,* Figure 4-6, *Conceptual 4th Street Streetscape, and Figure 4-7, Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Areas 1 and 2 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 1 will be established in conjunction with development of this Planning Area.
7) A landscaped transition shall be provided between Planning Areas 1 and the off-site areas located to the east and south, as conceptually illustrated in Figure 4-11, *Conceptual Interface #2 – Commercial (Planning Area 1) to Off-Site (Eastern Boundary),* and Figure 4-12, *Conceptual Interface #3 – Commercial (Planning Area 1) to Off-Site (Southern Boundary).*
8) Please refer to Section 3.1, *General Development Criteria,* for other applicable criteria that apply across the BEAUMONT POINTE Specific Plan.
9) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.

Legend

- P — Primary Entry Monumentation *(Figure 4-4)**
- S — Secondary Project and Tenant Monumentation *(Figure 4-5)**
- FP — 50' Freeway Oriented Pylon Signs *(Figure 4-5A)**
- Jack Rabbit Trail Streetscape *(Figure 4-6)*
- Entertainment Way Streetscape *(Figure 4-7)*
- 4th Street Streetscape *(Figure 4-8)*
- Industrial Way Streetscape *(Figure 4-9)*
- Emergency Access Road *(Figure 2-10)*
- 2 — Interface #2 - Commercial (PA 1) to Off-Site (Eastern Boundary) *(Figure 4-13)*
- 3 — Interface #3 - Commercial (PA 1) to Off-Site (Southern Boundary) *(Figure 4-14)*

Key Map





Notes:

**This exhibit identifies the conceptual locations and heights of entry monumentation and freewayoriented pylon signs. The final locations and heights of entry monuments and pylonsigns will be identified in the approved Beaumont Pointe Sign Program.*

Source(s): ESRI, RCTLMA (2021), City of Beaumont (2004), Nearmap Imagery (2022)
Composite: Proactive Engineering Consultants (2020)

0 75 150 300 Feet

Figure 3-1

Planning Areas 1 & 2

3.5.2 Planning Area 3 | Industrial | 1.8 Acres

a. Description

As shown on Figure 3-2, Planning Area 3 is designated for 1.8 acres of Industrial land uses and located adjacent to 4th Street and west of Entertainment Way, and adjacent to Planning Area 4. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses*. PA3 is relatively small and irregularly shaped and is not well suited for a standard commercial or industrial use. It is highly suitable for a self-storage facility.

Automobile and heavy commercial truck access to Planning Area 3 is provided via 4th Street and Entertainment Way and also may be provided by other internal roadways established during development of Planning Area 3 or Planning Area 4. Connections to private driveways and drive aisles within Planning Area 3 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 3 may provide employees and visitors with recreational amenities in proximity to the l uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures. Planning Area 3 provides decorative landscaping along its frontage with Entertainment Way and 4th Street (within the R.O.W.) as a visual amenity.

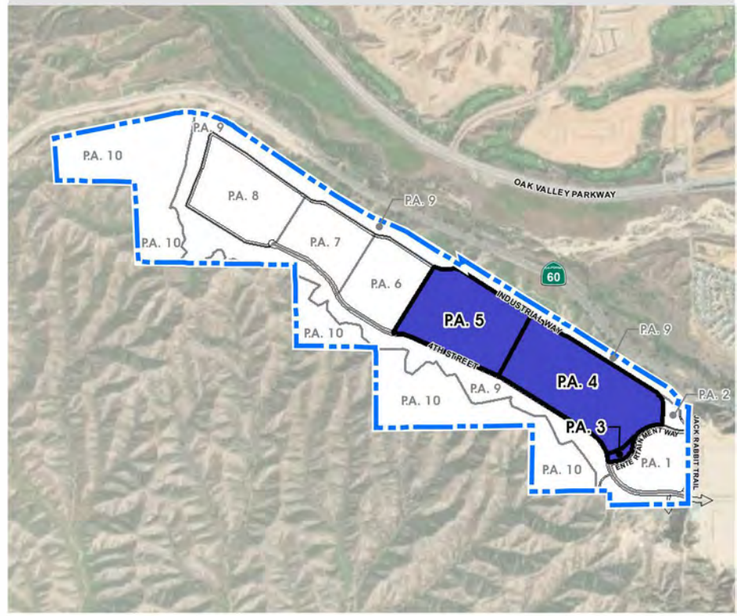
b. Planning Area Standards

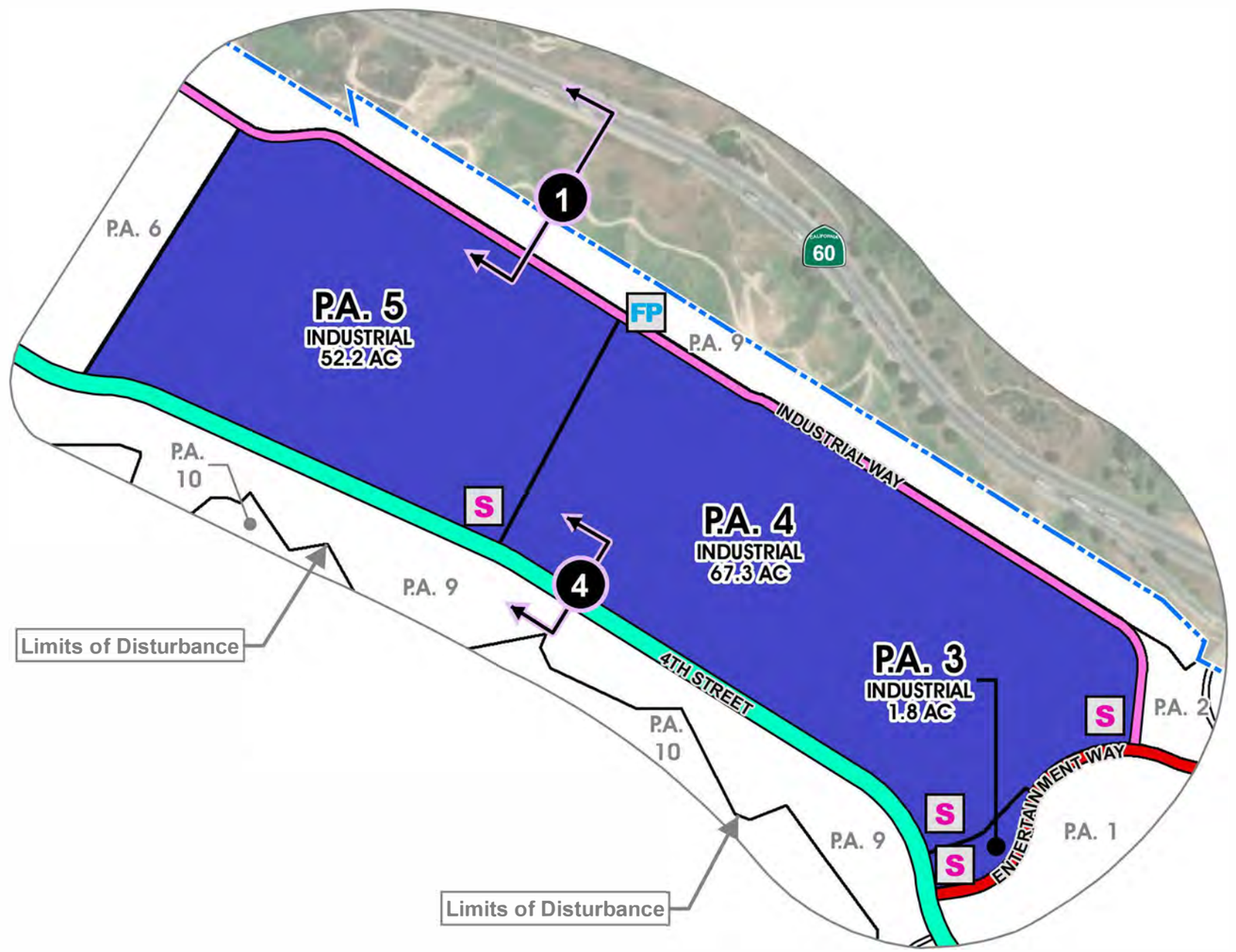
1) Land uses within Planning Area 3 shall comply with the Permitted, Conditionally Permitted, and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 3 shall comply with the Industrial Development Standards described in Section 3.4.
3) Primary access to Planning Area 3 shall be provided from 4th Street and Entertainment Way, as shown on Figure 2-2, *Conceptual Circulation Plan*.
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along Entertainment Way and 4th Street as conceptually illustrated on Figure 4-5, *Conceptual Entertainment Way Streetscape*, and Figure 4-6, *Conceptual 4th Street Streetscape*.
6) Walls and fencing along the exterior of Planning Area 3 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan*. The location(s) of walls/fences interior to Planning Area 3 will be established in conjunction with development of this Planning Area.
7) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
8) Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.

Legend

- S — Secondary Project and Tenant Monumentation *(Figure 4-5)**
- FP — 50' Freeway Oriented Pylon Signs *(Figure 4-5A)**
- L — Lift Station *(Figure 2-6)*
- Entertainment Way Streetscape *(Figure 4-7)*
- 4th Street Streetscape *(Figure 4-8)*
- Industrial Way Streetscape *(Figure 4-9)*
- 1 — Interface #1 - Industrial (PA 5) to Off-Site SR-60 *(Figure 4-12)*
- 4 — Interface #4 - Industrial (PA 4) to Open Space (PA 9) *(Figure 4-15)*

Key Map





Notes:

**This exhibit identifies the conceptual locations and heights of entry monumentation and freewayoriented pylon signs. The final locations and heights of entry monuments and pylonsigns will be identified in the approved Beaumont Pointe Sign Program.*

Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

0 150 300 600 Feet

Figure 3-2

Planning Areas 3, 4, & 5

3.5.3 Planning Area 4 | Industrial | 67.3 acres

a. Description

As shown on Figure 3-2, Planning Area 4 is designated for 67.3 acres of Industrial land uses and is located between 4th Street and Industrial Way, between Planning Areas 3 and 5. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses.*

Automobile and heavy commercial truck access to Planning Area 4 is provided primarily via 4th Street, with Industrial Way providing secondary access. Additional access may be provided by other internal roadways established during development of the site or adjacent sites. Connections to private driveways and drive aisles within Planning Area 4 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 4 may provide employees and visitors with recreational amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures. Planning Area 4 provides decorative landscaping along its frontage with 4th Street (within the R.O.W.) and Industrial Way as a visual amenity.

b. Planning Area Standards

1) Land uses within Planning Area 4 shall comply with the Permitted, Conditionally Permitted and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 4 shall comply with the Industrial Development Standards described in Section 3.4.
3) Primary access to Planning Area 4 shall be provided from 4th Street with secondary access provided by Industrial Way, as shown on Figure 2-2, *Conceptual Circulation Plan.*
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along 4th Street and Industrial Way, as illustrated on Figure 4-6, *Conceptual 4th Street Streetscape,* and Figure 4-7, *Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Area 4 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 4 will be established in conjunction with development of this Planning Area.
7) A landscaped transition shall be provided between Planning Area 4 and the Open Spaces area within Planning Area 9 located to the south, as conceptually illustrated on Figure 4-13, *Conceptual Interface #4 - Industrial (*Planning Area *4) to Open Space (*Planning Area *9).*
8) Please refer to Section 3.1, *General Development Criteria,* for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
9) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.

3.5.4 Planning Area 5 | Industrial | 52.2 acres

a. Description

As shown on Figure 3-2, Planning Area 5 is designated for 52.2 acres of Industrial land uses and is located between 4th Street and Industrial Way, adjacent to Planning Areas 4 and 6. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses.*

Automobile and heavy commercial truck access to Planning Area 5 is provided primarily via 4th Street, with Industrial Way providing secondary access. Additional access may be provided by other internal roadways established during development of the site or adjacent sites. Connections to private driveways and drive aisles within Planning Area 5 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 5 may provide employees and visitors with recreational amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures. Planning Area 5 provides decorative landscaping along its frontage with 4th Street (within the R.O.W.) and Industrial Way as a visual amenity. A Sewer Lift Station is permitted included in Planning Area 5 as part of the Sewer Plan.

b. Planning Area Standards

1) Land uses within Planning Area 5 shall comply with the Permitted, and Conditionally Permitted, and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 5 shall comply with the Industrial Development Standards described in Section 3.4.
3) Primary access to Planning Area 5 shall be provided from 4th Street with secondary access provided by Industrial Way, as shown on Figure 2-2, *Conceptual Circulation Plan.*
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along 4th Street and Industrial Way, as illustrated on Figure 4-6, *Conceptual 4th Street Streetscape,* and Figure 4-7, *Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Area 5 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 5 will be established in conjunction with development of this Planning Area.
7) A landscaped transition shall be provided between Planning Area 5 and off-site CA-60 Freeway located to the north, as conceptually illustrated on Figure 4-10, *Conceptual Interface #1 - Industrial (*Planning Area *5) to Off-Site CA-60 Freeway.*
8) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
9) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.

3.5.5 Planning Area 6 | Industrial | 33.6 acres

a. Description

As shown on Figure 3-3, Planning Area 6 is designated for 33.6 acres of Industrial land uses and is located between 4th Street and Industrial Way, between Planning Areas 5 and 7. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses.*

Automobile and heavy commercial truck access to Planning Area 6 is provided primarily via 4th Street, with Industrial Way providing secondary access. Additional access may be provided by other internal roadways established during development of the site or adjacent sites. Connections to private driveways and drive aisles within Planning Area 6 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 6 should provide employees and visitors with recreational amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures. Planning Area 6 provides decorative landscaping along its frontage with 4th Street (within the R.O.W.) and Industrial Way as a visual amenity.

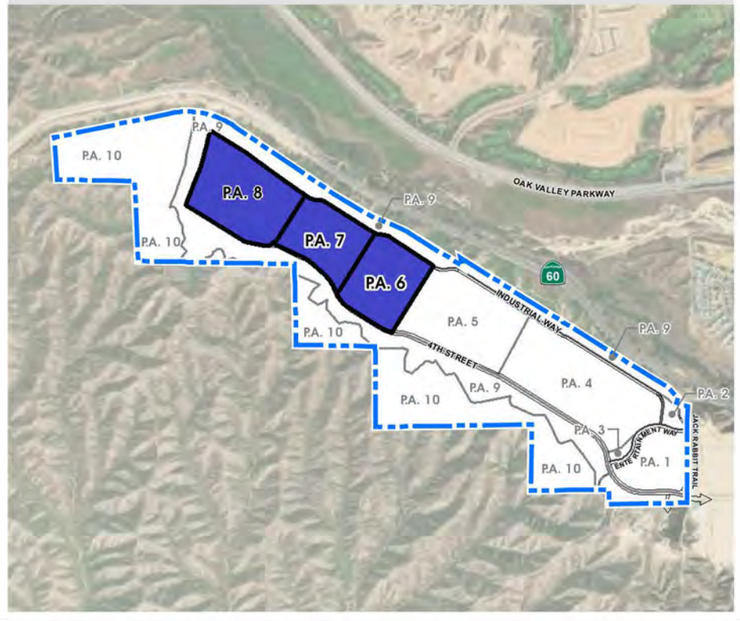
b. Planning Area Standards

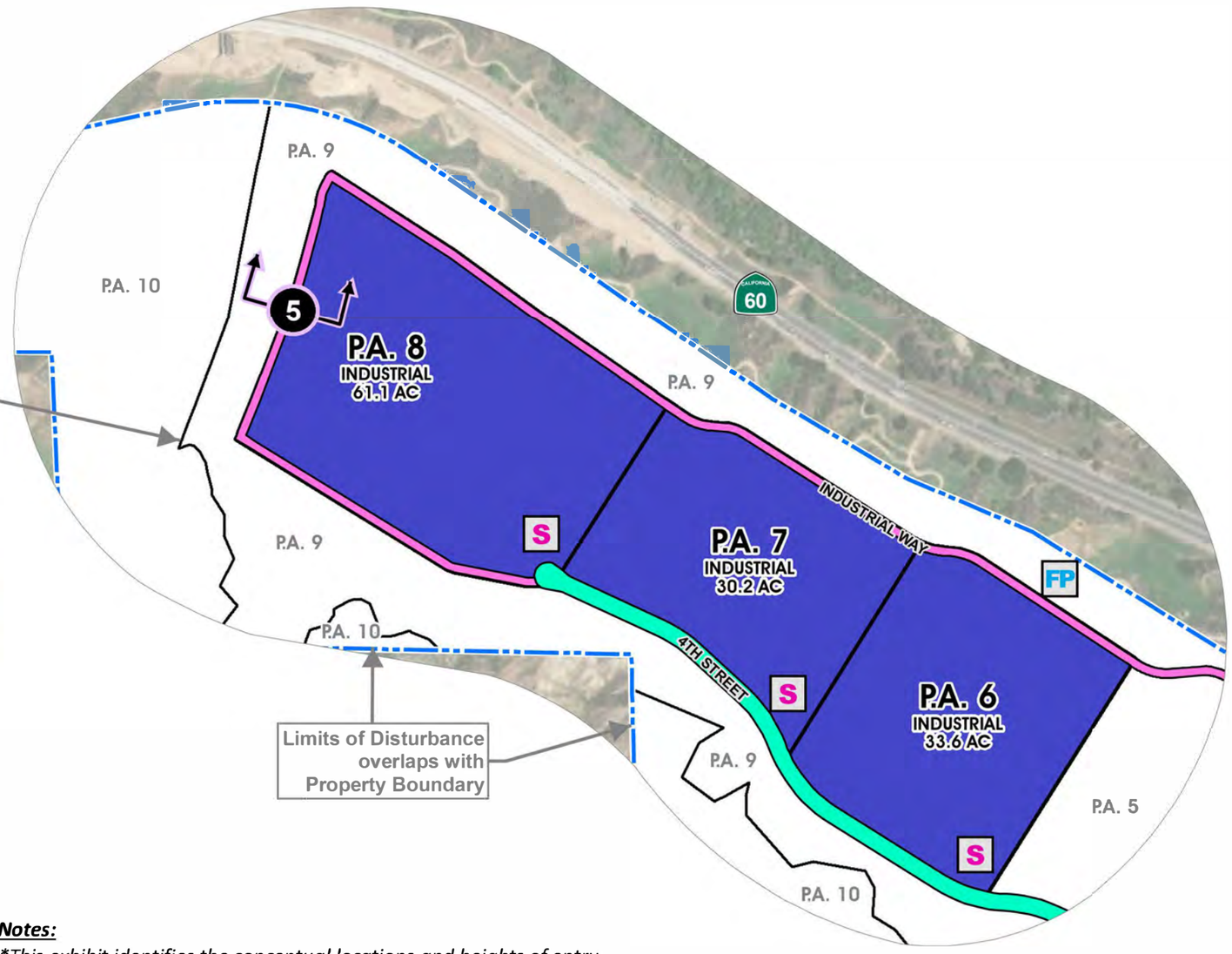
1) Land uses within Planning Area 6 shall comply with the Permitted, and Conditionally Permitted, and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 6 shall comply with the Development Standards for Industrial land uses described in Section 3.4.
3) Primary access to Planning Area 6 shall be provided from 4th Street with secondary access provided by Industrial Way, as shown on Figure 2-2, *Conceptual Circulation Plan.*
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along 4th Street and Industrial Way, as illustrated on Figure 4-6, *Conceptual 4th Street Streetscape,* and Figure 4-7, *Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Area 6 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 6 will be established in conjunction with development of this Planning Area.
7) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
8) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.

Legend

- S — Secondary Project and Tenant Monumentation *(Figure 4-5)**
- FP — 50' Freeway Oriented Pylon Signs *(Figure 4-5A)**
- 4th Street Streetscape *(Figure 4-8)*
- Industrial Way Streetscape *(Figure 4-9)*
- 5 — Interface #5 - Industrial (PA 8) to Open Space (PA 9) *(Figure 4-16)*

Key Map





Limits of Disturbance

Limits of Disturbance overlaps with Property Boundary

Notes:

**This exhibit identifies the conceptual locations and heights of entry monumentation and freewayoriented pylon signs. The final locations and heights of entry monuments and pylonsigns will be identified in the approved Beaumont Pointe Sign Program.*

Source(s): ESRI, RCTLMA (2021), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

0 150 300 600 Feet

Figure 3-3

Planning Areas 6, 7, & 8

3.5.6 Planning Area 7 | Industrial | 30.2 acres

a. Description

As shown on Figure 3-3, Planning Area 7 is designated for 30.2 acres of Industrial land uses and is located between 4th Street and Industrial Way, between Planning Areas 6 and 8. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses.*

Automobile and heavy commercial truck access to Planning Area 7 is provided primarily via 4th Street, with Industrial Way providing secondary access. Additional access may be provided by other internal roadways established during development of the site or adjacent sites. Connections to private driveways and drive aisles within Planning Area 7 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 7 should provide employees and visitors with recreational amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures. Planning Area 7 provides decorative landscaping along its frontage with 4th Street (within the R.O.W.) and Industrial Way as a visual amenity.

b. Planning Area Standards

1) Land uses within Planning Area 7 shall comply with the Permitted, and Conditionally Permitted, and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 7 shall comply with the Development Standards for Industrial land uses described in Section 3.4.
3) Primary access to Planning Area 7 shall be provided from 4th Street with secondary access provided by Industrial Way, as shown on Figure 2-2, *Conceptual Circulation Plan.*
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along 4th Street and Industrial Way, as illustrated on Figure 4-6, *Conceptual 4th Street Streetscape*, and Figure 4-7, *Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Area 7 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 7 will be established in conjunction with development of this Planning Area.
7) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
8) Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.

3.5.7 Planning Area 8 | Industrial | 47.5 acres

a. Description

As shown on Figure 3-3, Planning Area 8 is designated for 47.5 acres of Industrial land uses is located west of Planning Area 7. The full list of Permitted, Conditionally Permitted, and Ancillary Uses for this Planning Area is provided in Table 3-1, *Permitted Uses.*

Automobile and heavy commercial truck access to Planning Area 8 is provided primarily via 4th Street, with Industrial Way providing secondary access. Additional access may be provided by other internal roadways established during development of the site or adjacent sites. Connections to private driveways and drive aisles within Planning Area 8 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 8 should provide employees and visitors with recreational amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures.

b. Planning Area Standards

1) Land uses within Planning Area 8 shall comply with the Permitted, and Conditionally Permitted, and Ancillary Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2) Planning Area 8 shall comply with the Development Standards for Industrial land uses described in Section 3.4.
3) Primary access to Planning Area 8 shall be provided from 4th Street with secondary access provided by Industrial Way, as shown on Figure 2-2, *Conceptual Circulation Plan*.
4) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5) Roadway landscape treatments shall be provided along 4th Street and Industrial Way, as illustrated on Figure 4-6, *Conceptual 4th Street Streetscape,* and Figure 4-7, *Conceptual Industrial Way Streetscape.*
6) Walls and fencing along the exterior of Planning Area 8 shall be provided as shown in Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan.* The location(s) of walls/fences interior to Planning Area 8 will be established in conjunction with development of this Planning Area.
7) A landscaped transition shall be provided between Planning Area 8 and the Open Space area within Planning Area 9 located to the northwest, as conceptually illustrated on Figure 4-14, *Conceptual Interface #5 - Industrial (*Planning Area *8) to Open Space (*Planning Area *9).*
8) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
9) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.

3.5.8 Planning Area 9 | Open Space | 124.7 Acres

a. Description

Planning Area 9 consists of 124.7 acres designated as Open Space in the southern, western, and northern portion of the Beaumont Pointe Specific Plan as shown on Figure 3-4. Planning Area 9 is intended to contain a combination of landscaped manufactured slopes, fuel modification areas, Freeway Oriented Pylon Signs, Wildlife Fencing, natural open space, and an optional 1.2 MG water tank (and booster station).

As shown on Figure 3-4, Planning Area 9 is bordered by Planning Area 10 to the south, the Specific Plan boundary to the north, and forms a buffer between the development in Planning Areas 1-8 and the Conservation lands within Planning Area 10. The boundary between Planning Area 9 and Planning Area 10 is designated as the "Limits of Disturbance" on the Land Use Plan, meaning that no grading, fuel management or development activities will occur beyond the location of that line.

b. Planning Area Standards

1) Development within Planning Area 9 shall be limited to grading, Freeway Oriented Pylon Signs, landscaped manufactured slopes, fuel modification areas and access roads, storm water management facilities (and access roads), Wildlife Fencing and other fencing, storm water management facilities, and optional water tank site (with booster station).
2) The grading for two roadways is anticipated in Planning Area 9:
    a. A 20-foot wide graded dirt road connecting the off-site portion of Jack Rabbit Trail to the existing off-site un-maintained County portion of Jack Rabbit Trail.
    b. A 20-foot wide graded dirt road connecting the existing residence (Hoy Ranch) off-site, south of the Specific Plan.
3) The location(s) of all monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to the approved Beaumont Pointe Sign Program. The Beaumont Pointe Sign Program shall provide the final locations and design of the Freeway Oriented Pylon Signs.
4) No development shall occur beyond the Limits of Disturbance line forming the boundary between Planning Area 9 and Planning Area 10.
5) Walls and fencing along the perimeters of Planning Areas 3 through 8 may be provided as a visual and physical buffer between the Industrial Uses and Planning Area 9, as shown in Figure 4-8, *Conceptual Wall and Fence Details*, and Figure 4-9, *Conceptual Wall and Fence Plan*. The location(s) of walls/fences interior to Planning Area 9 will be established in conjunction with development of this Planning Area.
6) The final locations, design, and materials of Wildlife Fencing will be determined in consultation with and subject to approval by the Resource Agency. Such fencing may include chain link and other materials as stipulated by the Resource Agency.
7) Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
8) Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.

3.5.9 Planning Area 10 | Open Space - Conservation | 152.4 Acres

a. Description

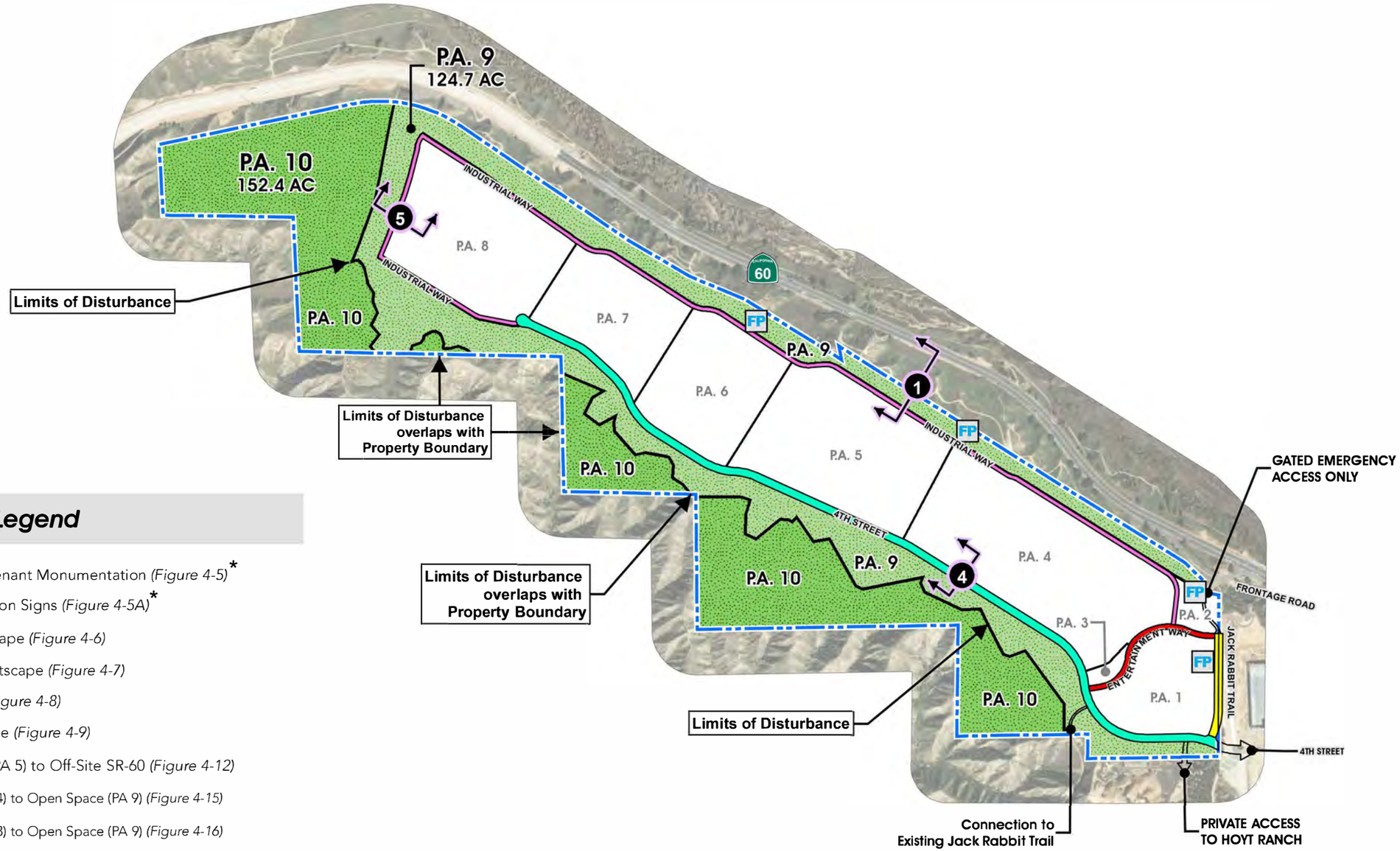
Located along the southern and western boundary of the Specific Plan, Planning Area 10 designates a total of 152.4 acres of Beaumont Pointe with the Open Space - Conservation Land Use Designation, as illustrated on Figure 3-4. Planning Area 10 is intended to be conveyed to the Western Riverside County Regional Conservation Authority (RCA) contributing to the MSHCP preserve within the Badlands. This area consists of deeply incised hillsides and watercourses along with the associated habitats of these landforms.

The boundary between Planning Area 9 and Planning Area 10 is designated as the "Limits of Disturbance" on the Land Use Plan. This designation means that no development will take place beyond that boundary; no development, grading or fuel management, will take place within Planning Area 10, except for an MSHCP Access Road connecting Planning Area 9 to Planning Area 10 in the northwestern portion of the site.

Planning Area 10 constitutes the southern and western boundary of the Beaumont Pointe Specific Plan.

b. Planning Area Standards

1) No grading or development, except as may be needed for Wildlife Fencing, shall occur within Planning Area 10 to protect the habitat areas being preserved and conveyed to the RCA for inclusion in the MSCHP preserve.
2) Fuel Management, Brush Clearing and other Fuel Modification related to fire protection shall be prohibited within Planning Area 10, which is conserved as habitat under the MSHCP.
3) The final locations, design, and materials of Wildlife Fencing will be determined in consultation with and subject to approval by the Resource Agency. Such fencing may include chain link and other materials as stipulated by the Resource Agency.
4) Landscaping requirements shall not apply to Planning Area 10, which is conserved as natural habitat under the MSHCP.
5) Please refer to Section 3.1, *General Development Criteria,* for other applicable criteria that apply across the Beaumont Pointe Specific Plan.
6) Please refer to Chapter 4, *Design Guidelines,* for other applicable design criteria.



Legend

- S — Secondary Project and Tenant Monumentation *(Figure 4-5)**
- FP — 50' Freeway Oriented Pylon Signs *(Figure 4-5A)**
- Jack Rabbit Trail Streetscape *(Figure 4-6)*
- Entertainment Way Streetscape *(Figure 4-7)*
- 4th Street Streetscape *(Figure 4-8)*
- Industrial Way Streetscape *(Figure 4-9)*
- 1 — Interface #1 - Industrial (PA 5) to Off-Site SR-60 *(Figure 4-12)*
- 4 — Interface #4 - Industrial (PA 4) to Open Space (PA 9) *(Figure 4-15)*
- 5 — Interface #5 - Industrial (PA 8) to Open Space (PA 9) *(Figure 4-16)*

Notes:

**This exhibit identifies the conceptual locations and heights of entry monumentation and freewayoriented pylon signs. The final locations and heights of entry monuments and pylonsigns will be identified in the approved Beaumont Pointe Sign Program.*

Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

0 275 550 1,100 Feet

Figure 3-4

Planning Areas 9 & 10

3.6 ENERGY EFFICIENCY DEVELOPMENT CRITERIA

Development within BEAUMONT POINTE shall be Energy Efficient in conformance with the criteria from the City of Beaumont Climate Action Plan. The Developer and City of Beaumont recognize that the technological and methodological specifications in the criteria could become obsolete in the future due to advancement over time. In that event, BEAUMONT POINTE may implement new technologies and methodologies if they achieve at least as much environmental protection and do not result in new or greater significant environmental impacts than the technologies or methodologies specified in the following criteria:

1. Energy Efficient Structures
    a. Enhanced Insulation shall be provided via methods such as rigid wall insulation R-13, roof/attic R-38, etc.
    b. Greatly Enhanced Window Insulation with 0.28 or less U-factor, 0.22 or less SHGC, etc. shall be provided.
    c. Modest Cool Roofs with CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance, etc. shall be provided.
    d. 20% of the power needs of each building shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements.
2. Energy Efficient Heating and Cooling (HVAC)
    a. Distribution loss reduction with inspection shall be provided via HERS Verified Duct Leakage or Equivalent.
    b. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) shall be provided.
3. Energy Efficient Potable Water
    a. Improved Efficiency Water Heater (0.675 Energy Factor) shall be provided.
    b. Water Efficient Showerheads (2.0 gpm) shall be provided.
    c. Water Efficient Toilets/Urinals (1.5 gpm) shall be provided.
    d. Water Efficient Faucets (1.28 gpm) shall be provided.
    e. Water Efficient Dishwasher (20% water savings) shall be provided.
4. Energy Efficient Appliances
    a. Efficient Lights shall be provided.
    b. Energy Star Commercial Refrigerators and Commercial Dishwashers shall be provided.
5. Energy Efficient Landscaping
    a. Only low water using plants shall be used.
    b. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) shall be used.
    c. Graywater (purple pipe) irrigation system shall be provided on site.
6. Energy Efficient Transportation
    a. A Car/vanpool program with preferred parking shall be provided within BEAUMONT POINTE.
    b. Bike lockers and secure racks shall be provided.
    c. Development shall provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.
    d. EV charging stations shall be installed in employee garages/parking areas.

CHAPTER 4

DESIGN GUIDELINES

CHAPTER FOUR establishes the quality and character of the built environment through the design of architecture and landscaping for the master-planned development of BEAUMONT POINTE.

4.1 PURPOSE AND INTENT

4.2 DESIGN THEME

4.3 ARCHITECTURAL DESIGN GUIDELINES

4.4 SUPPLEMENTAL GUIDELINES FOR INDUSTRIAL USES

4.5 SUPPLEMENTAL GUIDELINES FOR GENERAL COMMERCIAL USES

4.6 LANDSCAPE DESIGN GUIDELINES

4 | DESIGN GUIDELINES

4.1 PURPOSE AND INTENT

The Design Guidelines presented in this section establish the quality and character of the built environment for the master-planned development of BEAUMONT POINTE. While the Design Guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

The guidelines provide criteria for architecture, lighting, energy efficiency, signage, and landscape design.

BEAUMONT POINTE'S visual identity will be expressed primarily through landscape, hardscape, and certain signage elements. The Architectural Design Guidelines contained herein are presented in a manner that ensures consistent architectural expression across the Specific Plan area, while allowing for flexibility in evolving modern building design.

The objectives of the Design Guidelines are:

- To define the thematic elements and the construction quality expected for BEAUMONT POINTE.
- To provide the City of Beaumont with assurance that BEAUMONT POINTE will be developed in accordance with the quality and character described within this Specific Plan.
- To serve as a guide to developers, builders, engineers, architects, landscape architects, and other professionals involved with implementing development within BEAUMONT POINTE, in order to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for the City of Beaumont in its review of future implementing projects within the Specific Plan.
- To provide a reference point for BEAUMONT POINTE which conveys a contemporary aesthetic theme and character, while allowing flexibility for practical application and creative expression.
- To encourage the implementation of energy efficiency design features that can be implemented in the site planning, design, and construction phases of the Specific Plan to minimize waste deposited at landfills, decrease energy use (particularly fossil fuel consumption), and reduce potable water consumption.
- To ensure that the Specific Plan implements the intent of the City of Beaumont's General Plan and applicable City Ordinances.

The Design Guidelines presented in this section apply to all development within BEAUMONT POINTE, regardless of the land use category. All photographs, illustrations, and diagrams contained in these Design Guidelines serve as visual aids to convey the overall theme, therefore exact replication of the examples provided is neither required nor anticipated. These guidelines are subject to modification and contemporary interpretation to allow for responses to unanticipated conditions, including but not limited to changes in the market, needs and desires of building users, technology advancements, and fluctuations in economic conditions. The Design Guidelines are not compulsory, but are intended instead to provide clear direction while allowing flexibility during the design of implementing development projects.

Consistency with the Design Guidelines of implementing projects shall be determined by the Community Development Director pursuant to Section 5.1.3, *Interpretations*, of this Specific Plan.

4.2 Design Theme

The Beaumont Pointe Specific Plan is a contemporary employment and commercial center containing General Commercial, Industrial, Open Space, and Open Space - Conservation land uses. The property's location provides the businesses located here with access to the regional transportation network, proximity to a work force, proximity to the Ports of LA and Long Beach, and visibility to passers-by traveling on the CA-60 Freeway. A cohesive design theme for Beaumont Pointe is created for the General Commercial and Industrial land uses to maintain design continuity throughout the Specific Plan area.

4.2.1 General Commercial Design

The Beaumont Pointe Specific Plan establishes the General Commercial designated area, named The Experience at Beaumont Pointe. Envisioned as a premier, state-of-the-art recreation, restaurant, and hospitality destination within the City of Beaumont, The Experience at Beaumont Pointe combines these uses within a carefully designed and cohesive architectural and landscape theme.

Conceptual design theme for The Experience at Beaumont Pointe.

The "Activities Park" serves as the focal point of The Experience at Beaumont Pointe, and consists of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, and "biergarten" games. A tree-lined "Promenade" is punctuated by water features, outdoor living room seating areas, and shading devices serves as the organizing spine of the project, taking users from the multi-story hotel at one end, through each area and activity to the next, past the "Activities Park", to its termination at a large climbing wall, that has both indoor and outdoor climbing experiences. A cluster of restaurants with patio dining face the "Activities Park" and shelter it from the parking areas. The spaces between the restaurants serve as seating areas and portals into the project from the parking field.

The retail-use buildings feature large façade openings with bay doors, to allow a dynamic interaction of indoor / outdoor activities and varied uses to spill out onto the "Promenade" and park areas. Potential activity and wellness-based retail uses consist of indoor go-karting, stationary surf wave pools, indoor trampoline parks, ninja obstacle course gyms, climbing gyms, training facilities, and various athletic and wellness studios. The uses provide dynamic lighting, fun wellness supergraphics, contemporary architecture using warm and inviting materials, and lush landscaping.

4.2.2 INDUSTRIAL DESIGN

The design theme for the Industrial land uses features a contemporary aesthetic, which provides architectural styling with attractive detailing, steel accents, a light-toned color palette, and timeless features. Design elements are included to reduce the visibility and intensity of the industrial activities, including walls, landscaping, and building design. Signs are modern, lighting is focused and directed, landscaping is colorful and drought- tolerant, and design features are applied that lower energy use demands of building operations.

Conceptual design theme for the Industrial land uses within BEAUMONT POINTE.

4.3 ARCHITECTURAL DESIGN GUIDELINES

A cohesive architectural design for BEAUMONT POINTE is established for the General Commercial and Industrial land uses to maintain architectural continuity throughout the Specific Plan area. The Industrial architectural style of BEAUMONT POINTE emphasizes a contemporary interpretation of the traditional context, with a focus on reducing the appearance of building massing with the use of structural articulation. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal, aesthetically pleasing proportions and strong shadow patterns. Colors, materials, and textures can be mixed to create interest. THE EXPERIENCE AT BEAUMONT POINTE provides General Commercial uses within a carefully designed and cohesive architectural and landscape theme to maintain design continuity with the Industrial design and throughout the Specific Plan area.

Design elements are selected to be compatible in character, massing, and materials in order to promote a clean and contemporary feel. Individual creativity and identity is encouraged, but design integrity and compatibility must be maintained among all buildings and between Planning Areas, to reinforce a unified image and campus-like setting for BEAUMONT POINTE.

Conceptual architectural aesthetic for BEAUMONT POINTE.

4.3.1 BUILDING FORM

Building form is one of the primary elements of architecture. Numerous design aspects, including shape, mass (size), scale, proportion, and articulation, are elements of a building's "form." Building forms are especially important for building façades that are visible along the following view corridors:

- Building façades in Planning Areas 1 and 2 that are visible from CA-60 Freeway, Jack Rabbit Trail, Entertainment Way, and 4th Street.
- Building façades in Planning Areas 3, 4, 5, 6, 7, and 8 that are visible from CA-60 Freeway, 4th Street and/or Entertainment Way.

Although provided for illustrative purposes only, the image to the right shows how building faces visible from public roadways incorporate angular changes in massing, building materials, color, texture, and accents; no loading docks are to be visible from these roadways.

The following guidelines ensure that structural development is visually consistent, appealing, and inviting to the site's business owners and employees, their visitors and customers, and passing motorists. Note that building façades that orient inward to truck courts or service areas or that are not clearly visible from abutting public roads, or are not abutting publicly accessible viewing areas, are still encouraged to incorporate these Building Form guidelines.

(1) Use simple geometric shapes as the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Avoid arbitrary, complicated building forms while providing variation.

(2) Long horizontal wall planes visible from a public street should include a combination of periodic changes in exterior building materials, color, decorative accents, and articulated features.

(3) Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.

(4) Pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) should be obvious, using changes in massing, color, and/or building materials.

(5) Pedestrian and ground-level building entries intended for visitor use should be recessed or covered by architectural projections, roofs, or arcades in order to provide shade and visual relief.

(6) Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.

(7) Materials applied to any elevations shall turn the corner of the building and continue to a logical termination point in relation to other architectural features or massing.

4.3.2 Building Materials, Colors, and Textures

Building materials and colors play a key role in developing a clean, contemporary visual environment; therefore, the selected exterior materials, colors, and textures should complement one another throughout the Beaumont Pointe. Slight variations are encouraged to provide visual interest.

(1) Appropriate primary exterior building materials include concrete and similar materials, including tilt-up panels. The primary materials should be accented by secondary materials including but not limited to natural or fabricated stone, fire resistant wood siding (horizontal or vertical), and metal.

(2) Trim details may include metal finished in a consistent color, plaster, stone or concrete elements finished consistently with the building treatment. Use of overly extraneous "themed" detailing, like oversized or excessive foam cornice caps, foam molding and window detailing is discouraged.

(3) Material changes should occur at intersecting planes, preferably at the inside corners of wall planes, or where architectural elements intersect.

(4) Primary exterior building colors should be light and gray tones. Darker and/or more vibrant accent colors may be provided in focal point areas, such as around building entrances and near outdoor gathering spaces.

(5) Bright primary colors, garish use of color and arbitrary patterns or stripes that will clash with this color palette are discouraged, except in signage logos.

(6) Exposed downspouts, service doors and mechanical screen colors shall be the same color as the adjacent wall.

4.3.3 Windows and Doors

The patterns of window and door openings shall correspond with the overall rhythm of the building and should be consistent in form, pattern, and color within each Planning Area. Guidelines for windows and doors within Beaumont Pointe are as follows:

(1) When possible, the positioning of doors and windows on individual building façades should occur in a symmetrical and repetitive pattern to create continuity.

(2) Window styles and trims shall be consistent in form and color in each Planning Area. Window trims shall be finished in a consistent color on each building.

(3) Gold or unfinished/untreated metal window or door frames are prohibited. Clear silver anodized frames are allowed.

(4) Glass shall be clear or colored with subtle reflectiveness. Silver glass is prohibited.

(5) Pedestrian entry doors to buildings shall be clearly defined by features such as overhangs, awnings, and canopies or embellished with decorative framing treatments – including but not limited to accent trim. Dark and confined entries, flush doorways (except emergency exit and service doors), and tacked-on entry alcoves are discouraged.

(6) When necessary to meet Riverside County Fire Code Standards and Fuel Modification Zone depths, no windows are required.

Although provided for illustrative purposes only, the image to the left shows the repetitive and symmetrical patterns and appropriate styles of windows and doors, desired for buildings in BEAUMONT POINTE.

4.3.4 WALLS AND FENCES

The following guidelines for walls and fencing will ensure that these features complement the overall BEAUMONT POINTE design theme, and are attractive from public viewing areas, scaled appropriately, durable, and integrated consistently within the Specific Plan area.

(1) Freestanding walls and fences should not exceed a height of fourteen (14') feet, measured from the base of the wall/fence to the top of wall/fence.

(2) Landscaped berms may be used in combination with walls or fences. When this occurs, the height of the berm may be in addition to the wall or fence height.

(3) Landscaping may be used for visual screening instead of walls and fences in locations where a solid physical barrier is not needed.

(4) Walls and fences in public view should be built with attractive, durable materials.

(5) Chain-link fencing is only allowed in areas not within view of public streets.

(6) Along public street frontages, long expanses of wall surfaces should be offset and/or architecturally treated to prevent monotony. Techniques to accomplish this may include, but are not limited to: openings, material changes, pilasters and posts, and staggered sections.

(7) Wall and fencing materials shall be compatible with other design elements of BEAUMONT POINTE.

Although provided for illustrative purposes only, the image above shows screening and wall concepts for truck courts and loading docks.

4.3.5 Truck Courts and Loading Docks

(1) Loading doors, service docks, and equipment areas should be oriented or screened to reduce visibility from public roads and publicly accessible locations within Beaumont Pointe. Screening may be accomplished with solid walls or fences that are compatible with the architectural expression of the building. Screening may also be accomplished by the combination of walls, landscaping and berms.

(2) Buildings shall not have loading docks on the building façade(s) facing Entertainment Way.

(3) No loading or unloading activity is permitted to take place from public streets.

(4) Truck and service vehicle entries should be designed to provide clear and convenient access to truck courts and loading areas such that passenger vehicle, pedestrian, and bicycle circulation is not adversely affected by truck movements.

(5) Loading bays that are utilized by refrigerated trailers shall have dock seals and be equipped with plug-in electrical outlets.

(6) Conduit shall be installed in truck courts in logical locations that would allow for the future installation of charging stations for electric trucks, in anticipation of this technology becoming available in the lifetime of Beaumont Pointe.

(7) Electrical rooms to hold sufficiently sized electrical panels should be installed to facilitate the future potential installation of electrical connections from the electrical room to dock doors and/or a separate designated location where diesel engine trucks and/or trailers for freezer/refrigerated warehouse space would park and connect to the electrical system.

Although provided for illustrative purposes only, the image above conceptually shows the design of truck courts and loading docks.

4.3.6 Ground or Wall-Mounted Equipment

(1) Ground-mounted equipment, including but not limited to mechanical or electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, should be screened when feasible from public viewing areas including adjacent public roads. Screening may be accomplished with solid walls, fences, or landscaping.

(2) Electrical equipment rooms should be located within the building envelope. Pop-outs or shed-like additions are discouraged.

(3) Wall-mounted items, such as roof ladders or electrical panels, should not be located on the building façade facing adjacent public roads. Wall-mounted items should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas.

Although provided for illustrative purposes only, the image above shows how ground or wall-mounted equipment would be secured and screened from public viewing areas with landscaping.

4.3.7 ROOFTOP EQUIPMENT

(1) With the exception of solar panels, rooftop equipment, including but limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, vents, exhaust fans, smoke hatches, and mechanical ducts, shall be screened by rooftop screens or parapet walls so as not to be visible from abutting public roads, and publicly accessible locations within BEAUMONT POINTE.

(2) Integrate rooftop screens (i.e. parapet walls) into the architecture of the main building. Wood finished rooftop screens are prohibited.

(3) Design the roofs of Industrial buildings to support the future installation of solar panels

Although provided for illustrative purposes only, the image above shows how rooftop equipment can be screened from public viewing areas.

4.3.8 Trash Enclosures

(1) All outdoor refuse containers shall be screened within a permanent, durable enclosure and should be oriented so they are not easily visible from public roads, publicly accessible parking lots within the Experience at Beaumont Pointe, or other public viewing areas. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.

(2) All outdoor trash enclosures shall be constructed with solid roofs to prevent exposure of dumpster contents to rainfall and prevent polluted storm water runoff from these structures.

(3) Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance, subject to approval by the City's waste hauler.

4.3.9 Outdoor Employee Amenities

(1) Bicycle racks and lockers should be provided at each building or in a common area that serves multiple buildings to encourage non-vehicular circulation.

(2) Industrial buildings should include an outdoor employee amenity area, including tables and chairs so that workers do not have to travel off-site for outdoor enjoyment.

Although provided for illustrative purposes only, the image above shows the placement of outdoor patio break areas and employee amenities adjacent to buildings.

4.3.10 Outdoor Lighting

Outdoor lighting of Beaumont Pointe is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. The Design Guidelines provide for thematically-related and complementary lighting fixtures for both Industrial and General Commercial land uses to establish thematic continuity. Lighting within the public rights-of-way shall adhere any applicable City of Beaumont Outdoor Lighting standards and as directed by Wildlife Resource Agencies.

All other lighting on private property in the Specific Plan should adhere to Chapter 8.50 of the City of Beaumont Municipal Code – Outdoor Lighting and the following guidelines:

(1) Minimize glare and "spill over" light onto public streets, MSHCP open space, CA-60, and adjacent properties by using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas.

(2) Select all lighting fixtures used in the Specific Plan area from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.

(3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.

(4) Neon and similar types of lighting are prohibited except as part of advertising signage.

(5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.

(6) Illuminate parking lots, loading dock areas, pedestrian walkways, building entrances, and public sidewalks to the level necessary for building operation and security reasons. Dimmers and motion detectors are permitted.

(7) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.

(8) Use exterior lights to accent entrances, plazas, activity areas, and special features.

(9) To illuminate parking lots or parking structures and their pedestrian links that provide more than five parking spaces for use by the general public, provide a minimum coverage of one foot-candle of light with a maximum of eight foot-candles on the parking or walkway surface, unless otherwise approved by the City of Beaumont for visibility and security.

(10) To illuminate aisles and passageways within a building complex, provide a maximum of one-half to one foot-candle of maintained lighting.

(11) High Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

Although provided for illustrative purposes only, the images above and to the left conceptually depict lighting fixtures consistent with the overall theme of BEAUMONT POINTE, and minimizes glare and spill over onto public streets and adjacent properties.

4.3.11 SIGNAGE GUIDELINES

A Uniform Sign Program for BEAUMONT POINTE shall be prepared and approved by the City of Beaumont. Signage Guidelines are provided by the approved Beaumont Pointe Sign Program. All signage in the Beaumont Pointe Specific Plan will adhere to the guidelines laid out in the Sign Program.

4.4 SUPPLEMENTAL GUIDELINES FOR INDUSTRIAL USES

This section sets forth additional guidelines that address the design of building sites and considerations unique to all uses permitted within the Industrial land uses (Planning Areas 3 through 8).

(1) Locate the office portion of warehouse buildings at the corner(s) of the building. For buildings adjacent to Entertainment Way, orient the office toward these roads to provide visual interest from the public roadway.

(2) Orient and screen elements such as outdoor storage, ancillary fueling, ancillary services, trash enclosure areas, loading bay doors, and service docks in ways that minimize their visibility from Entertainment Way and 4th Street.

(3) Site design shall specifically address the needs of pick-up, delivery, and service vehicles related to Industrial.

   a. Design interior driveways and drive aisles to provide adequate stacking and prevent queuing of vehicles on public streets.

   b. Locate and design service entrances so they do not interfere with owner/tenant/customer access.

   c. Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.

   d. Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.

   e. Vehicle loading/unloading when parked, shall not impede normal traffic flow.

(4) Architectural design of Industrial buildings may be utilitarian in form; however, the design should complement the BEAUMONT POINTE overall design theme.

(5) Textured forms, reveals, or scoring on concrete tilt-up panels is recommended for visual relief and to create a base and cornice expression; however, smooth panels with color variation may be used in lieu of textured finishes.

(6) Use primary roof forms that are flat or gently sloping. The ridge line elevation of the primary roof form should not exceed the parapet wall. Change of parapet height is strongly encouraged.

(7) Avoid the use of arched gable, hip and shed roof forms as a primary roof form. These roof forms may be used as a secondary/accent roof form.

(8) With the exception of solar panels, screen all rooftop mounted equipment, where required, from public view using materials complementary to those used on the main structure.

4.5 Supplemental Guidelines for General Commercial Uses

This section sets forth guidelines that address the design of building sites and considerations unique to the General Commercial uses within The Experience at Beaumont Pointe (Planning Areas 1 and 2).

Although provided for illustrative purposes only, the image above conceptually shows the design of The Experience at Beaumont Pointe.

(1) Orient buildings to have tenant visibility from 4th Street, and Entertainment Way.

(2) Design building facades that orient toward 4th Street and Entertainment Way to have a welcoming appearance in context to these streets and to avoid placing trash enclosures facing these streets. Free-standing architectural treatment may be used in front of the building walls to create layering.

(3) Use simple building forms and maximize the play of light on mass and void to provide strong contrasts. Blank walls shall be carefully balanced between glass and wall areas.

(4) Position lower building masses, signage, doors, light fixtures, and/or landscape planters adjacent to pedestrian entries, particularly entries that may face 4th Street, Entertainment Way, and Jack Rabbit Trail, in order to create human-scaled development at these locations.

(5) Orient primary building entrances away from off-street parking areas. Provide well-defined pedestrian connections from parking areas to building entrances.

(6) The use of towers and well-proportioned building elements (arcades, colonnades, recesses, etc.) are encouraged to define entries and create pedestrian scale.

(7) Design architectural details (rafter tails, gabled towers, column detail, stone base, etc.) in a contemporary aesthetic which is rooted in the modern contemporary aesthetic.

(8) Locate service entrances such that they do not interfere with owner/tenant/customer access.

(9) Design loading areas to provide for backing and maneuvering on-site and not from a public street.

(10) Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location suitable to the scale and needs of the development. Service and delivery/loading areas shall be separated from customer parking areas and pedestrian circulation areas (walkways, pathways, etc.).

(11) Where feasible, provide clearly delineated pedestrian paths from the sidewalks of 4th Street and Jack Rabbit Trail to hospitality, restaurant and recreation land uses constructed within these Planning Areas.

(12) Position bicycle parking areas near the main entrances of buildings

(13) Design roofs for functionality and to complement the overall architectural design of the building. Although primary roof forms are expected to be horizontal and flat, architectural projections are permitted and encouraged. Incorporate vertical building plane breaks, through changes in building/ridge height, or other accent roof forms to create visual interest. The ridge line elevation of the primary roof form should not exceed the parapet wall.

(14) Avoid the use of arched, gable, hip and shed roof forms as a primary roof form. These roof forms may be used as a secondary/accent roof form.

(15) When parapet walls are used, incorporate side/rear elevation returns to preclude an unfinished, "false front" appearance.

(16) Screen all rooftop mounted equipment (except solar panels) from public view using materials complementary to those used on the main structure.

4.6 LANDSCAPE DESIGN GUIDELINES

These Landscape Design Guidelines establish landscape principles and standards that apply to all Planning Areas within BEAUMONT POINTE. The intent is to ensure that plant materials, entries and monuments, streetscapes and other amenities are compatible with the overall design theme and that all implementing development projects are united under a common design vocabulary. Additionally, these Landscape Design Guidelines respond to the proximity of the site to MSHCP Open Space areas along the southern boundaries by avoiding invasive and/or prohibited plant species. These Landscape Design Guidelines, when taken with the companion Architectural Design Guidelines provided herein, establish an identity for BEAUMONT POINTE that is contemporary, visually appealing, and contextually sensitive to the surrounding area.

Although a great deal of specific design information is presented herein, these Guidelines are not intended to establish a set of rigid landscaping requirements for BEAUMONT POINTE. It is recognized that, at times, there will be a need to adapt these Guidelines to meet certain parcel-specific or user-identity requirements. As such, these Landscape Guidelines are intended to be flexible, and are subject to modification over time. However, it is critical to BEAUMONT POINTE long-term design integrity that any deviations from these Landscape Guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across BEAUMONT POINTE.

The landscaping plan serves the dual purpose of adding year-round visual appeal while being sensitive to the environment and the Southern California climate, by using drought-tolerant materials. Landscaping occurs throughout BEAUMONT POINTE, but most prominently at street corners, along roadways, and at building entrances and in passenger car parking lots. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the corners of entrances to welcome employees and visitors to BEAUMONT POINTE.

Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists. As identified on Figure 4-1, *Master Landscape Plan*, BEAUMONT POINTE's thematic identity is reinforced by the landscape design of interfaces, monumentation, streetscapes, and pedestrian paths. Furthermore, the recommended plant palette, community elements, and hardscape materials work in concert to reinforce and emphasize BEAUMONT POINTE's landscape theme.

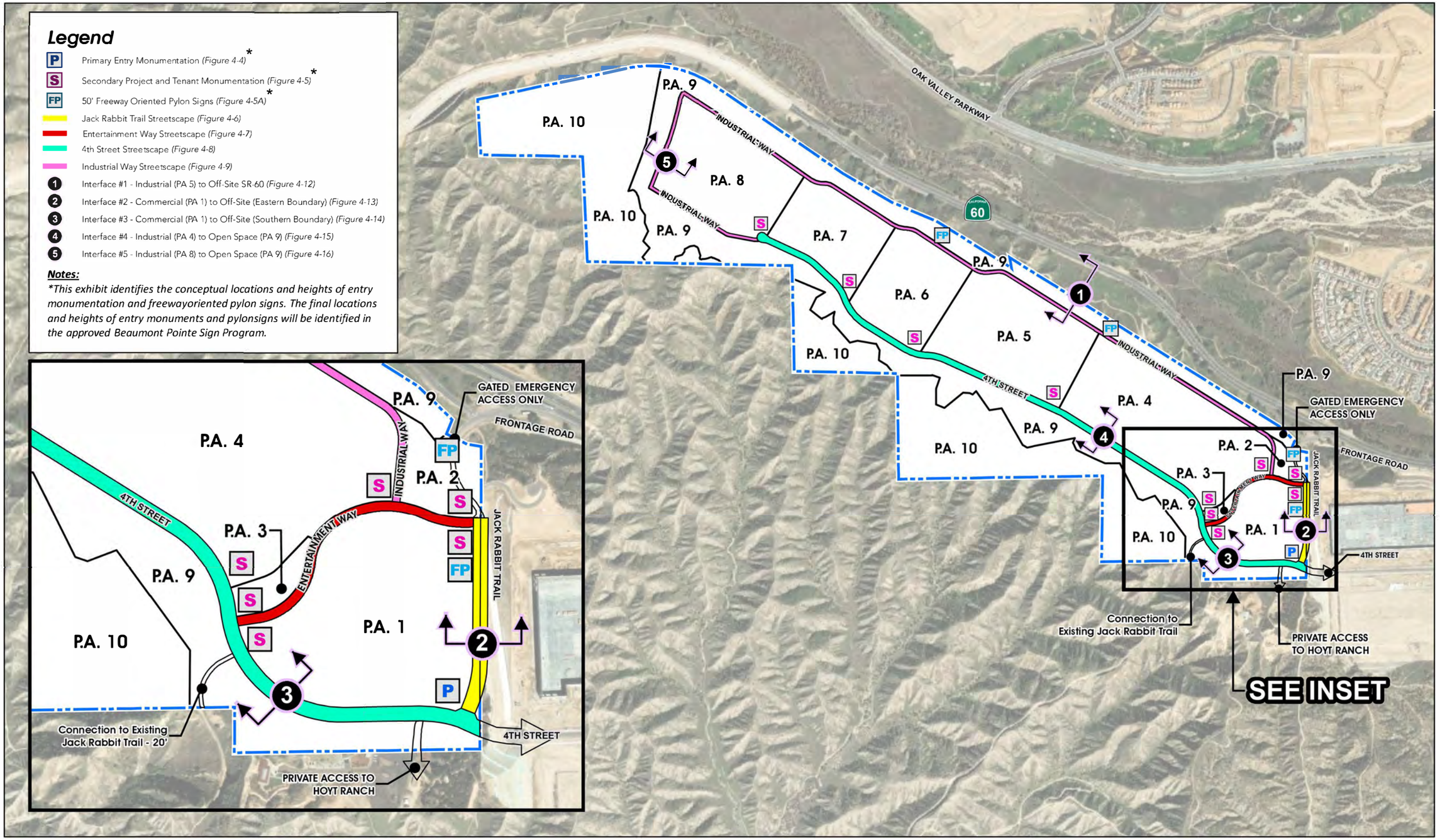
4.6.1 PLANT PALETTE

The Plant Palette for BEAUMONT POINTE was selected to complement and enhance the setting of the site, while ensuring the conservation of the site's natural vegetation and habitats. The Plant Palette was selected to complement BEAUMONT POINTE's architectural styles and design elements (hardscape, monumentation, walls and fences, etc.). Table 4-1, *Plant Palette,* provides a base plant palette which includes a list for BEAUMONT POINTE's landscape design. Alternative plant species may be used in lieu of species listed in Table 4-1, provided the alternative plants are drought-tolerant and complement the BEAUMONT POINTE design theme.

Three (3) Plant Palette Categories are used to establish and differentiate areas of BEAUMONT POINTE and are described below and identified in Figure 4-2, *Conceptual Landscape Zones.*

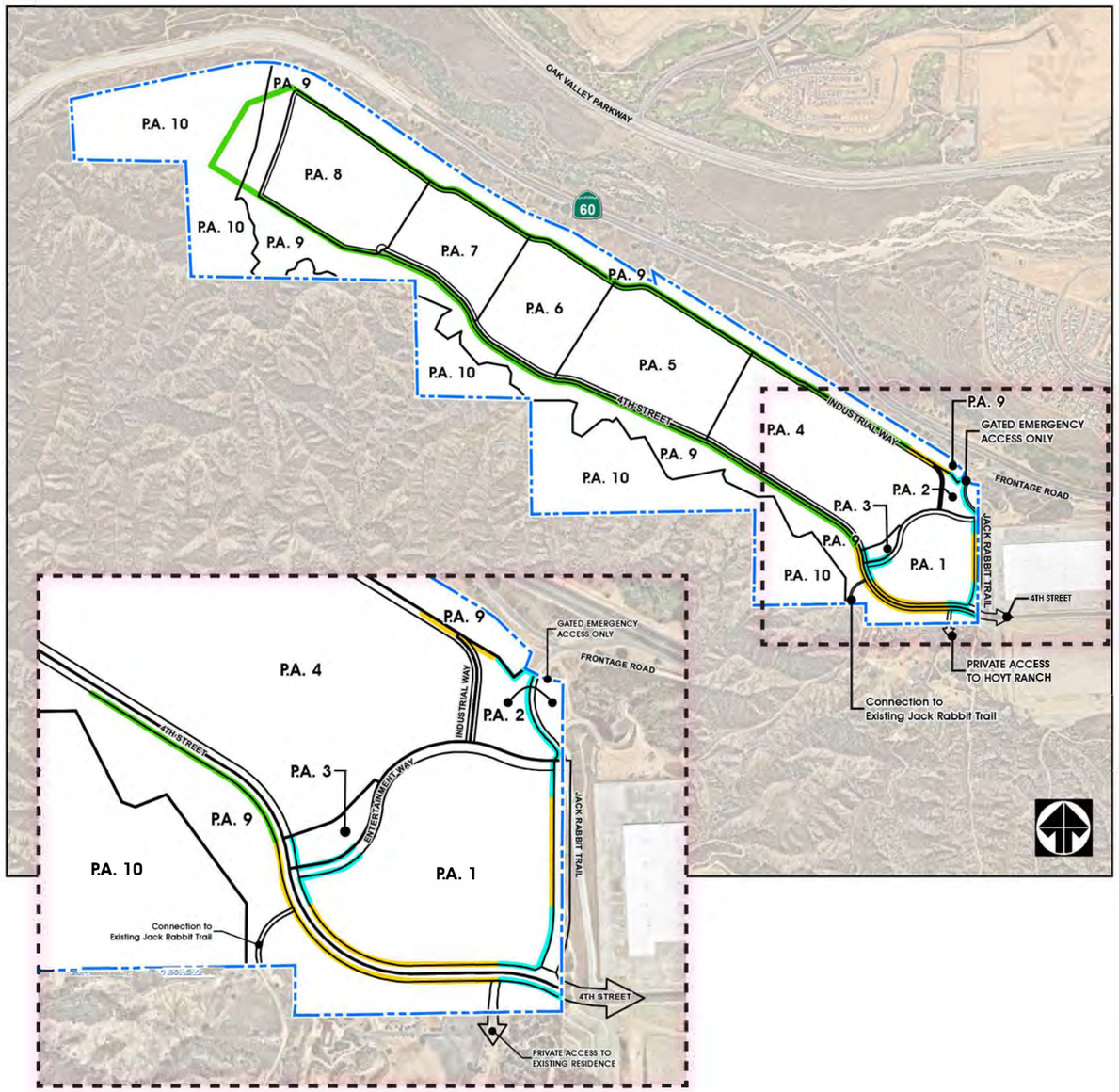
- Zone A - Entrance Planting | The planting in Zone A is provided at entry points into THE EXPERIENCE AT BEAUMONT POINTE (within Planning Areas 1 and 2) at 4th Street, Jack Rabbit Trail, and 4th Street. Zone A consists of plant material designed to create a strong opening statement, arranged for viewing from public roadways to create intrigue.
- Zone B – Native California Palette | The planting in Zone B is provided around the building site perimeters within Planning Areas 1, 2 and 3, and along 4th Street and Industrial Way. Zone B consists of the majority of the aesthetic landscape surrounding BEAUMONT POINTE, creating a satisfying backdrop to any visitor's stay. These plants are native, drought tolerant, and perform admirably in the City of Beaumont.
- Zone C – Industrial Screen Planting | The planting in Zone C is provided around the building site perimeters of Industrial land uses within Planning Areas 3, 4 5, 6, 7, and 8. Zone C consist of tall, large evergreen trees and thick groundcover all along the periphery slopes of BEAUMONT POINTE to screen the Industrial building sites and truck traffic from CA-60 Freeway.

Photos of selected plants from the Plant Palette can be found in Figure 4-3, *Conceptual Plant Palette Imagery*.



Source(s): ESRI, RCTLMA (2021), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

Figure 4-1



Zone A: Entrance Planting

Zone A consists of plant material designed to create a strong opening statement. These plants will be arranged for viewing from roadside as well as for viewing from the highway to create intrigue.

Zone B: Native California Palette

Zone B will make up the majority of the aesthetic landscape surrounding the Experience's storefront. These plants will make a satisfying backdrop to any visitor's stay.

These plants are native, drought tolerant, and perform admirably in Beaumont's climate.

Zone C: Industrial Screen Planting

Zone C will be made up of tall, large evergreen trees and thick groundcover all along the periphery slopes of the project. This will screen the industrial buildings and any truck traffic passing through.

Source(s): Hunter Landscape (12-11-2020)

Figure 4-2

Conceptual Landscape Zones

Not to Scale

TREES (SELECTED)

Laurus nobilis
Sweet Bay Laurel

Pistacia chinensis
Chinese Pistache

Platanus racemosa
California Sycamore

SHRUBS (SELECTED)

Dietes bicolor
Fortnight Lily

Myrtus c. compacta
Dwarf Myrtle

Rosmarinus officinalis
Rosemary

ACCENTS (SELECTED)

Bulbine frutescens
Bulbine

Hemerocallis spp.
Daylily

Kniphofia uvaria
Red Hot Poker

GROUNDCOVER (SELECTED)

Lampranthus spectabilis
Trailing Ice Plant

Iva hayesiana
Poverty Weed

Trachelospernum jasminoides
Star Jasmine

Note:
The images depicted on this exhibit are selections from the Specific Plan's Plant Palette, as listed in Table 4-1, and do not depict the entire Plant Palette.

Source(s): Hunter Landscape (08-2021)

Figure 4-3

Not to Scale

Conceptual Plant Palette Imagery

Table 4-1 PLANT PALETTE

Trees											
Botanical Name	Common Name	Entries	Streets	Parking Lots	Screening	Accent	Basins	Slopes	Size	Spacing	Box/Gal Size
Acacia farnesiana	Sweet Acacaia	*				*		*	20′ x 20′	20′ O.C	24" Box
Acacia stenophylla	Shoestring Acacia				*				40′ x 30′	40′ O.C	24" Box
Arbutus unedo	Strawberry tree					*		*	30′ x 30′	30′ O.C	24" Box
Brahcychiton populneus	Bottle Tree		*		*				40′ x 20′	20′ O.C	24" Box
Cercis occidentalis	Western Redbud					*	*	*	20′ x 15′	15′ O.C	24" Box
Chilopsis linearis	Desert Willow	*	*			*		*	25′ x 10′	10′ O.C	24" Box
Geijera parviflora	Australian Willow		*	*	*			*	35′ x 20′	20′ O.C	24" Box
Fraxinus a. 'Raywood'	Raywood Ash		*	*	*				50′ x 40′	40′ O.C	24" Box
Fraxinus v. 'Modesto'	Modesto Ash		*	*	*				50′ x 50′	50′ O.C	24" Box
Chitalpa tashkentensis	Chitalpa	*		*		*			30′ x 30′	30′ O.C	24" Box
Heteromeles arbutifolia	Toyon					*	*	*	30′ x 15′	15′ O.C	24" Box
Koelreuteria bipinnata	Chinese Flame Tree	*	*	*	*				40′ x 30′	30′ O.C	36" Box
Laurus nobilis	Sweet Bay Laurel		*	*	*			*	15′ x 15′	15′ O.C	24" Box
Olea europaea	European Olive	*	*		*	*			40′ x 40′	40′ O.C	24" Box
Parkinsonia 'Desert Museum'	Desert Museum Palo Verde	*	*	*		*		*	25′ x 25′	25′ O.C	24" Box
Pistachia Chinensis	Chinese Pistache		*	*					35′ x 35′	35′ O.C	24" Box
Platanus racemosa	California Sycamore		*				*	*	100′ x 70′	70′ O.C	24" Box
Prosopis chilensis	Chilean Mesquite	*	*	*		*		*	30′ x 40′	40′ O.C	24" Box
Prunus c. 'Krauter Vesuvius'	Purpleleaf Plum	*	*			*			25′ x 25′	25′ O.C	24" Box
Quercus agrifolia	Live Oak		*	*	*			*	80′ x 35′	35′ O.C	24" Box
Quercus ilex	Holly Oak		*	*	*			*	70′ x 60′	60′ O.C	36" Box
Quercus virginiana	Southern Live oak		*	*	*				50′ x 80′	80′ O.C	36" Box
Rhus lancea	African Sumac	*	*	*	*		*	*	30′ x 35′	35′ O.C	24" Box
Umbellularia californica	California Bay Tree					*	*	*	30′ x 20′	20′ O.C	24" Box
Shrubs											
Botanical Name	Common Name	Entries	Streets	Parking Lots	Screening	Accent	Basins	Slopes	Size	Spacing	Box/Gal Size

Acca sellowiana	Pineapple Guava		*	*	*				15′ x 15′	15′ O.C	5 Gal
Caesalpinia pulcherrima	Peacock Flower	*		*	*				10′ x 10′	10′ O.C	5 Gal
Callistemon 'Little John'	Dwarf Bottlebrush	*	*	*					3′ x 5′	5′ O.C	5 Gal
Cassia phyllodenia	Silverleaf Cassia			*	*		*	*	6′ x 6′	6′ O.C	5 Gal
Dietes bicolor	Fortnight Lily	*	*	*		*			3′ x 3′	3′ O.C	5 Gal
Heteromeles arbutifolia	Toyon				*		*	*	30′ x 15′	15′ O.C	5 Gal
Leonotis spp.	Lion's Tail				*	*	*	*	6′ x 6′	6′ O.C	5 Gal
Leucophyllum spp.	Texas Ranger				*	*	*	*	8′ x 6′	6′ O.C	5 Gal
Ligustrum j. 'Texanum'	Texas Privet	*	*	*	*				6′ x 4′	4′ O.C	5 Gal
Myrtus c. 'Compacta'	Dwarf Myrtle			*	*				3′ x 3′	3′ O.C	5 Gal
Phlomis fruticosa	Jerusalem Sage	*				*			4′ x 4′	4′ O.C	5 Gal
Plumbago auriculata	Cape Plumbago				*		*	*	5′ x 8′	8′ O.C	5 Gal
Rhapiolepis indica	Indian Hawthorn	*	*	*					4′ x 4′	4′ O.C	5 Gal
Rhamnus californica	Coffeeberry				*		*	*	15′ x 15′	15′ O.C	5 Gal
Rhus Sapindales	Staghorn Sumac	*	*		*	*			25′ x 30′	30′ O.C	5 Gal
Rosmarinus officinalis	Rosemary	*	*	*		*			6′ x 5′	5′ O.C	5 Gal
Ruellia spp.	Coral Plant	*	*	*		*			4′ x 6′	6′ O.C	5 Gal
Westingia spp.	Coast Rosemary		*	*	*	*	*	*	3′ x 6′	6′ O.C	5 Gal
Accents											
Botanical Name	Common Name	Entries	Streets	Parking Lots	Screening	Accent	Basins	Slopes	Size	Spacing	Box/Gal Size
Agave spp.	Agave					*			3′ x 5′	5′ O.C	5 Gal
Aloe spp.	Aloe					*			2′ x 3′	3′ O.C	5 Gal
Bulbine frutescens	Bulbine					*			2′ x 4′	4′ O.C	5 Gal
Dasylirion wheeleri	Desert Spoon					*			5′ x 5′	5′ O.C	5 Gal
Echinocactus grusonii	Golden Barrel					*			4′ x 2′	2′ O.C	5 Gal
Hemerocallis spp.	Day Lily					*			1′ x 3′	3′ O.C	5 Gal
Hesperaloe parviflora	Red Yucca					*			5′ x 3′	3′ O.C	5 Gal
Kniphofia uvaria	Red-hot Poker	*				*			6′ x 2′	2′ O.C	5 Gal
Lantana yellow	Lantana					*			6′ x 2′	2′ O.C	5 Gal
Opuntia violacea	Purple Prickly Pear	*				*		*	4′ x 5′	5′ O.C	5 Gal
Rosa Flower Carpet	Flower Carpet Rose	*				*			2′ x 3′	3′ O.C	5 Gal
Tubaghia violacea	Society Garlic	*				*			1′ x 2′	2′ O.C	5 Gal
Groundcover											
Botanical Name	Common Name	Entries	Streets	Parking Lots	Screening	Accent	Basins	Slopes	Size	Spacing	Box/Gal Size
Iva hayesiana	Poverty Weed						*	*	2′ x 2′	2′ O.C	1 Gal
Lampranthus spectabilis	Trailing Ice Plant		*	*	*				1′ x 2′	2′ O.C	1 Gal
Myoporum parvifolium	Myoporum			*					1′ x 12′	12′ O.C	1 Gal

Osteospermum fruticosum	African Daisy		*	*					3′ x 1′	1′ O.C	1 Gal
Rosmarinus o. 'Huntington Carpet'	Rosemary	*		*			*	*	2′ x 8′	8′ O.C	1 Gal
Trachelospermum jasminiodes	Star Jasmine	*		*					6′ x 6′	6′ O.C	1 Gal

4.6.2 PROHIBITED PLANT SPECIES

Certain plants are considered prohibited in the landscape due to characteristics that make them highly flammable or because they are invasive. The characteristics that make a plant highly flammable can be physical (structure promotes ignition or combustion) or chemical (volatile chemicals increase flammability or combustion characteristics). Table 4-2, *Prohibited Plant Species*, identifies plant species strictly prohibited from use in landscaped areas and Fuel Modification Zones within BEAUMONT POINTE. These plants are prohibited in order to protect the native habitats within and surrounding BEAUMONT POINTE from impact from these plants due to their flammability or their invasive nature.

Table 4-2 PROHIBITED PLANT SPECIES

Botanical Name	Common Name	F = Flammable I = Invasive
Trees		
Abies species	Fir	F
Agonis juniperina	Juniper Myrtle	F
Casuarina cunninghamiana	River She-Oak	F
Chamaecyparis species (numerous)	False Cypress	F
Cryptomeria japonica	Japanese Cryptomeria	F
Cupressocyparis leylandii	Leyland Cypress	F
Cupressus species *(C. fobesii, C. glabra, C. sempervirens,)*	Cypress (Tecate, Arizona, Italian, others)	F
Eucalyptus species (numerous)	Eucalyptus	F, I
Juniperus species (numerous)	Juniper	F
Lithocarpus densiflorus	Tan Oak	F
Melaleuca species *(M. linariifolia, M. nesophila, M. quinquenervia)*	Melaleuca (Flaxleaf, Pink, Cajeput Tree)	F, I
Picea (numerous)	Spruce	F
Palm species (numerous)	Palm	F, I
Pinus species *(P. brutia, P. canariensis, P. b. eldarica, P. halepensis, P. pinea, P. radiata, numerous others)*	Pine (Calabrian, Canary Island, Mondell, Aleppo, Italian Stone, Monterey)	F
Platycladus orientalis	Oriental arborvitae	F
Pseudotsuga menziesii	Douglas Fir	F
Tamarix species *(T. africana, T. aphylla, T. chinensis, T. parviflora)*	Tamarix (Tamarisk, Athel Tree, Salt Cedar, Tamarisk)	F, I
Taxodium species *(T. ascendens, T. distichum, T. mucronatum)*	Cypress (Pond, Bald, Monarch, Montezuma)	F
Taxus species *(T. baccata, T. brevifolia, T. cuspidata)*	Yew (English, Western, Japanese)	F
Thuja species *(T. occidentalis, T. plicata)*	Arborvitae/Red Cedar	F
GROUNDCOVERS, SHRUBS & VINES		
Acacia species	Acacia	F, I
Adenostoma fasciculatum	Chamise	F
Adenostoma sparsifolium	Red Shanks	F
Agropyron repens	Quackgrass	F, I
Anthemis cotula	Mayweed	F, I

Botanical Name	Common Name	F = Flammable I = Invasive
Arctostaphylos species	Manzanita	F
Arundo donax	Giant Reed	F, I
Artemisia species *(A. abrotanium, A. absinthium, A. californica, A. caucasica, A. dracunculus, A. tridentata, A. pynocephala)*	Sagebrush (Southernwood, Wormwood, California, Silver, True tarragon, Big, Sandhill)	F
Atriplex species (numerous)	Saltbush	F, I
Avena fatua	Wild Oat	F
Baccharis pilularis	Coyote Bush	F
Bambusa species	Bamboo	F, I
Bougainvillea species	Bougainvillea	F, I
Brassica species *(B. campestris, B. nigra, B. rapa)*	Mustard (Field, Black, Yellow)	F, I
Bromus rubens	Foxtail, Red brome	F, I
Castanopsis chrysophylla	Giant Chinquapin	F
Cardaria draba	Hoary Cress	I
Cirsium vulgare	Wild Artichoke	F, I
Conyza bonariensis	Horseweed	F
Coprosma pumila	Prostrate Coprosma	F
Cortaderia selloana	Pampas Grass	F, I
Cytisus scoparius	Scotch Broom	F, I
Eriogonum species *(E. fasciculatum)*	Buckwheat (California)	F
Fremontodendron species	Flannel Bush	F
Heterotheca grandiflora	Telegraph Plant	F
Hordeum leporinum	Wild barley	F, I
Juniperus species	Juniper	F
Lactuca serriola	Prickly Lettuce	I
Larrea tridentata	Creosote bush	F
Lolium multiflorum	Ryegrass	F, I
Lonicera japonica	Japanese Honeysuckle	F
Mimulus aurantiacus	Sticky Monkeyflower	F
Miscanthus species	Eulalie Grass	F
Muhlenbergia species	Deer Grass	F
Nicotiana species *(N. bigelovii, N. glauca)*	Tobacco (Indian, Tree)	F, I
Pennisetum setaceum	Fountain Grass	F, I
Perovskia atroplicifolia	Russian Sage	F
Phoradendron species	Mistletoe	F
Pickeringia montana	Chaparral Pea	F
Rhus (R. diversiloba, R. laurina, R. lentii)	Sumac (Poison oak, Laurel, Pink Flowering)	F
Ricinus communis	Castor Bean	F, I
Rhus Lentii	Pink Flowering Sumac	F
Salvia species (numerous)	Sage	F, I
Salsola australis	Russian Thistle	F, I
Solanum Xantii	Purple Nightshade (toxic)	I

Botanical Name	Common Name	F = Flammable I = Invasive
Silybum marianum	Milk Thistle	F, I
Thuja species	Arborvitae	F
Urtica urens	Burning Nettle	F

*F = Flammable, I = Invasive

Notes:

1. Plants on this list that are considered invasive are a partial list of commonly found plants. There are many other plants considered invasive that should not be planted in a fuel modification zone and they can be found on The California Invasive Plant Council's Website www.cal-ipc.org/ip/inventory/index.php. Other plants not considered invasive at this time may be determined to be invasive after further study.
2. For the purpose of using this list as a guide in selecting plant material, it is stipulated that all plant material will burn under various conditions.
3. The absence of a particular plant, shrub, groundcover, or tree, from this list does not necessarily mean it is fire resistive.
4. All vegetation used in Fuel Modification Zones and elsewhere in this development shall be subject to approval of the Riverside County Fire Department.
5. Landscape architects may submit proposals for use of certain vegetation on a project specific basis. They shall also submit justifications as to the fire resistivity of the proposed vegetation.

4.6.3 LANDSCAPE DESIGN AND IRRIGATION REQUIREMENTS

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within BEAUMONT POINTE:

(1) All landscaped areas shall be equipped with a permanent, automatic, underground irrigation system. Drip systems and highly efficient rotators are encouraged in all areas needing irrigation. Irrigation systems must conform to all City of Beaumont requirements and State Model Water Efficient Landscape Ordinance AB1881.

(2) Irrigation systems should be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off.

(3) Connect the irrigation system to the recycled water conveyance system, when available.

(4) "Pop-up" type sprinkler heads may be used adjacent to walks, drives, curbs (car overhangs), parking areas and public right-of-way but must be designed and maintained to prevent run-off and overspray.

(5) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscaping design. Where aboveground equipment is provided, it shall be screened or otherwise removed from public view, to the extent possible.

(6) The irrigation system shall be programmed to operate between 8:00pm and 9:00am.

(7) Landscaping requirements shall not apply to Planning Area 10, which is conserved as natural habitat under the MSHCP.

(8) Where a minimum percentage of landscaped area is required for any Planning Area, the calculation of the minimum percentage shall include all landscaped portions of any water quality management or storm water management basin subject to approval by the Community Development Director and City Engineer.

(9) Landscaping design, construction and maintenance shall be consistent with the City of Beaumont standards for water efficient landscaping and Low Impact Development design concepts for landscaping.

(10) Artificial Turf/Grass shall be permitted pursuant subject to the following standards:

a. Artificial turf/grass shall be aesthetically similar to natural turf.

b. Artificial turf/grass shall be maintained to the standards and aesthetics consistent to the time at which it was approved and installed.

c. Artificial turf/grass shall have an artificial turf fiber blend that reduces heat absorption, has appropriate ultraviolet protection, and has a flammability rating that meets Fire Department Standards.

4.6.4 STREETSCAPES

Streetscapes within BEAUMONT POINTE are critical to creating a sense of place and maintaining the COMMERCE CENTER'S high-quality theme. In addition, streetscapes serve the functional purposes of softening and screening less desirable project elements from public view. Streetscapes throughout BEAUMONT POINTE should be planted with a combination of street trees, shrubs, and large masses of groundcover. The landscaping Plant Palette for streetscapes links the roadways to the rest of BEAUMONT POINTE by providing continuity throughout the entire Specific Plan using the Landscape Zones discussed in Section 4.6.1, *Plant Palette.*

Landscape treatments may include elements such as sidewalks, pedestrian paths, and parkway trees to enhance roadway appearances. Landscaping should consist of drought-tolerant plants, colorful shrubs, and street trees in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species*. In all instances, an appropriate line-of-sight for entering/exiting vehicles shall be maintained at street intersections within BEAUMONT POINTE. The conceptual streetscape landscape treatments within BEAUMONT POINTE are presented on the following pages.

❖ Jack Rabbit Trail Streetscape (78' ROW)

As shown on Figure 4-4, Conceptual Jack Rabbit Trail Streetscape is a 78-foot right-of-way. The right of way consists of 56 feet of paving with a 5-foot-wide landscaped parkway and 6-foot-wide curb-adjacent sidewalk provided on the westerly side of the street (fronting Planning Areas 1 and 2), and an 11-foot-wide landscaped parkway on the other side of the street. The entire width will be constructed by the BEAUMONT POINTE Specific Plan. The trees, shrubs, and groundcovers planted in the landscape zones along Jack Rabbit Trail are in accordance with Table 4-1, *Plant Palette* and Table 4-2*, Prohibited Plant Species*.

❖ Entertainment Way Streetscape (50' ROW)

As shown on Figure 4-5, Conceptual Entertainment Way Streetscape is a 50-foot right-of-way. The right of way consists of 50 feet of paving, with a 6-foot-wide sidewalk outside of the right-of-way on the south side of the street and a 6-foot-wide landscaped parkway provided outside of the right-of-way on the north side of the street. The trees, shrubs, and groundcovers planted in the landscape zones along Entertainment Way are in accordance with Table 4-1, *Plant Palette and Table 4-2, Prohibited Plant Species.*

❖ 4th Street Streetscape (78' ROW)

As shown on Figure 4-6, Conceptual 4th Street Streetscape is a 78-foot right-of-way. The right of way consists of 56 feet of paving with a 5-foot-wide landscaped parkway and 6-foot-wide curb-adjacent sidewalk provided on the northerly side of the street (fronting Planning Areas 1, 3, 4, 5, 6, and 7), and an 11-foot-

wide landscaped parkway on the other side of the street. The trees, shrubs, and groundcovers planted in the landscape zones along 4th Street are in accordance with Table 4-1, *Plant Palette* and Table 4-2, *Prohibited Plant Species*.

❖ Industrial Way Streetscape (40' Private Roadway)

As shown on Figure 4-7, Conceptual Industrial Way Streetscape is a 40-foot-wide private roadway. The roadway consists of 40 feet of paving, with a 26-foot-wide landscaped planter provided on the southern side of the roadway along the frontage of Planning Areas 4, 5, 6, 7, and 8, and manufactured slopes north of the roadway within Planning Area 9. The trees, shrubs, and groundcovers planted in the landscape zones along Industrial Way are in accordance with Table 4-1, *Plant Palette* and Table 4-2*, Prohibited Plant Species*.

4.6.5 WALL AND FENCES

Along building site perimeters and interior to building sites, walls and fences will be provided for screening, buffering, and security purposes within BEAUMONT POINTE. The final locations and details of these walls and fences will be determined when buildings are designed and oriented within a Planning Area as part of any implementing project(s). As shown on Figure 4-8, *Conceptual Wall and Fence Details,* and Figure 4-9, *Conceptual Wall and Fence Plan*, tubular steel fences with pilaster, CMU screen walls, and Wildlife Fencing may be provided around the perimeters of individual building sites. Walls and fences should be provided around loading and dock areas, trailer parking areas, and parking lots to screen on-site uses from public views and public roads. Limited use of colored and slatted chain link fencing is permitted where this fence is not visible from public roadways or view areas. Landscaping also provides screening between BEAUMONT POINTE'S land uses and off-site areas.

❖ Tubular Steel Fence

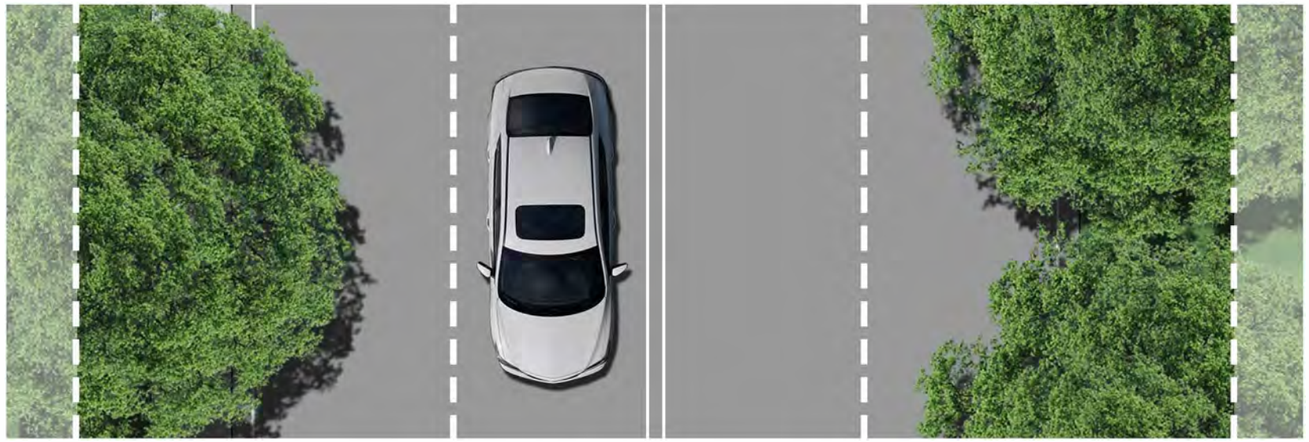
Tubular Steel Fences may be provided around the perimeters of Planning Areas 3 through 8, within individual building sites around water quality basins, loading and dock areas, truck yards, and parking lots, and/or as an alternative to CMU screen walls, when screening is not required. Tubular Steel Fences have a minimum height of 5'-8" and include black tubular steel rods with pilasters and decorative concrete caps to be provided and spaced approximately 25' on-center.

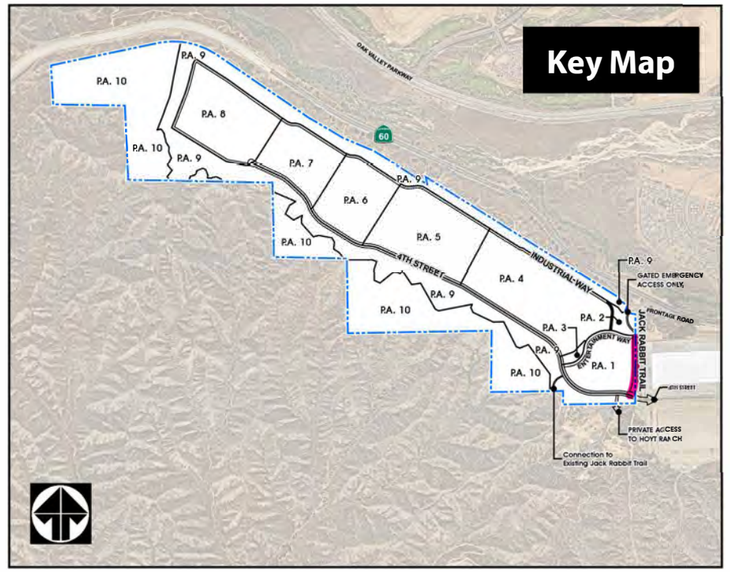
❖ CMU Screen Wall

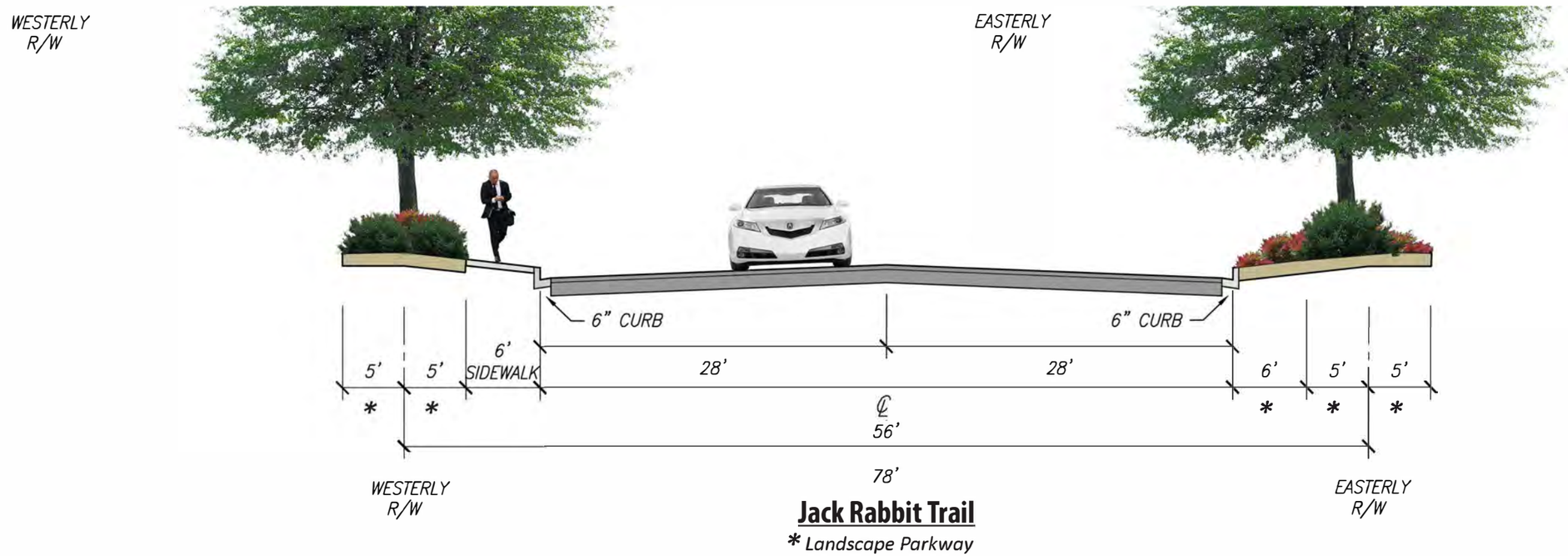
CMU Screen Walls may be provided along the perimeters of THE EXPERIENCE AT BEAUMONT POINTE within Planning Areas 1 and 2. CMU Screen Walls in this area have a maximum height of 6' and should include warm architectural colors, concrete masonry unit walls and decorative concrete caps. CMU Screen Walls may be provided as an alternative to tubular steel fences, where screening may be required. CMU Screen Walls used for screening of loading and storage areas may be a maximum of 14' in height.

❖ Wildlife Fencing

Wildlife Fencing shall be provided and located generally along the southern and western boundary between Planning Area 9 and 10. Such fencing shall be designed to prevent wildlife from entering the developed portions of the Specific Plan, divert wildlife around the developed portions of the project site, maintain the existing migration and travel patterns to the extent possible and divert wildlife towards the wildlife under-crossings along the south side of the CA-60 Freeway. The final locations, design, and materials of Wildlife Fencing will be determined in consultation with and subject to approval by the Resource Agency. Such fencing may include chain link and other materials as stipulated by the Resource Agency.





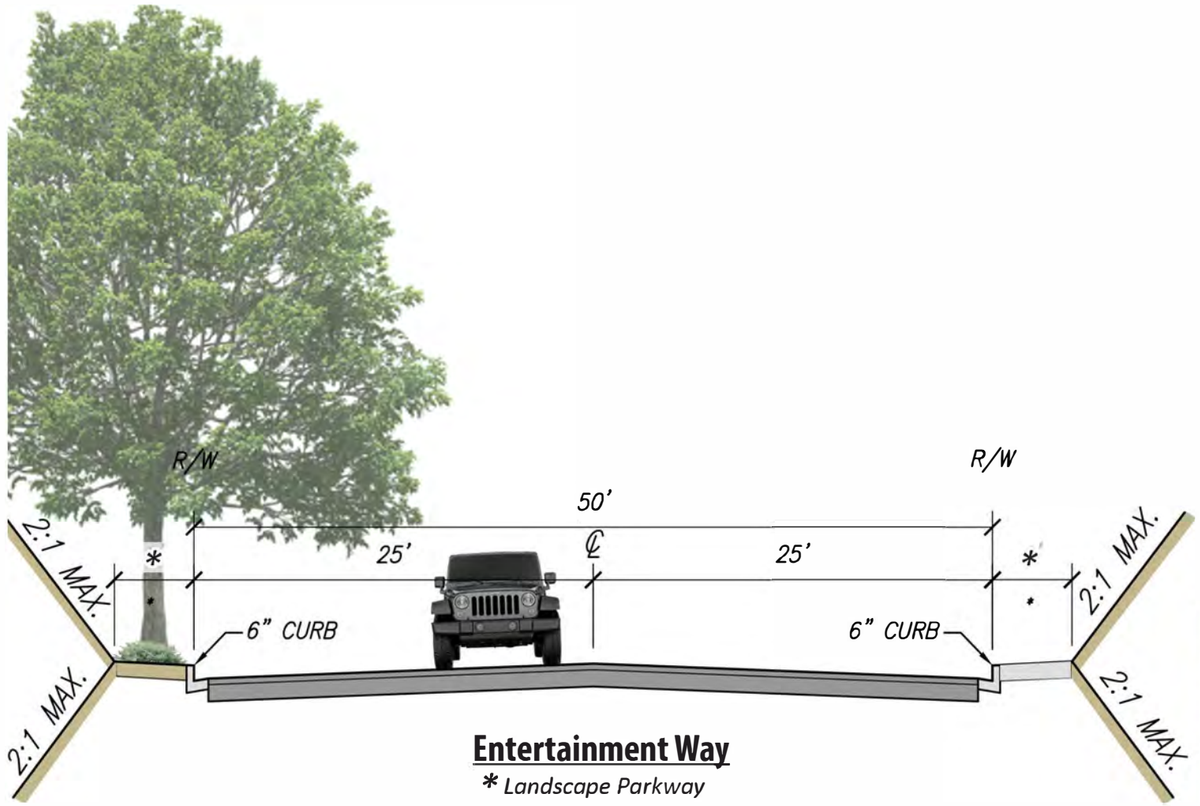


Source(s): Hunter Landscape (12-11-2020)

Figure 4-4

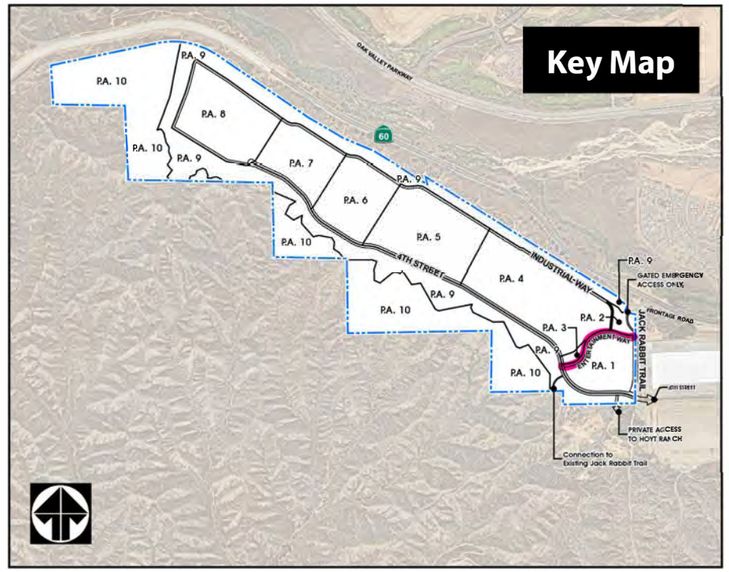
Conceptual Jack Rabbit Trail Streetscape

Not to Scale



Entertainment Way

* *Landscape Parkway*

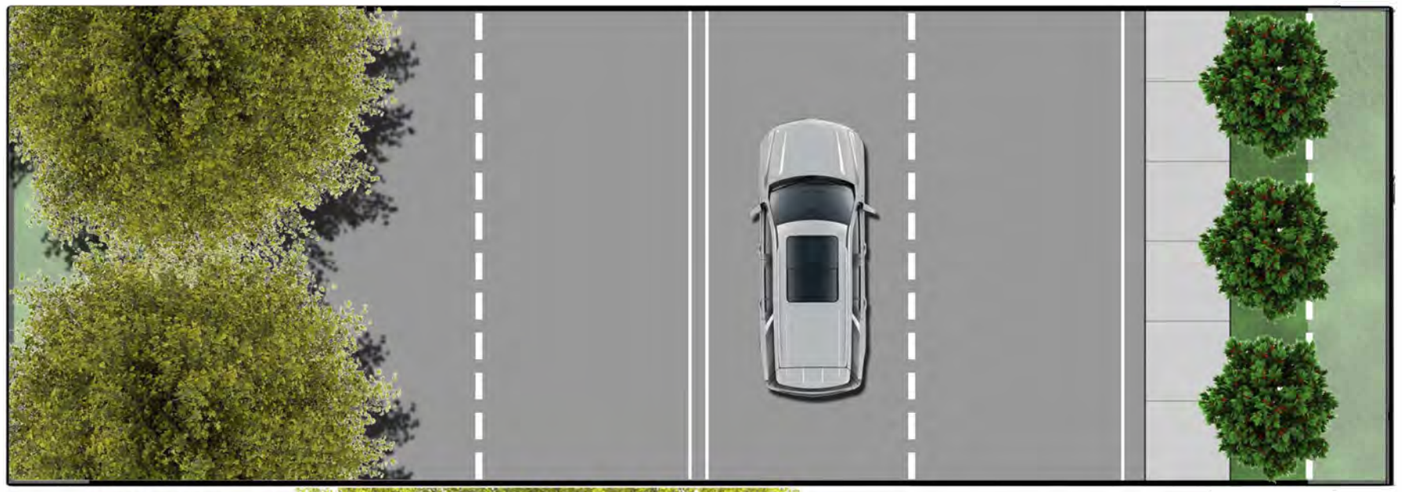


Source(s): Hunter Landscape (12-11-2020)

Figure 4-5

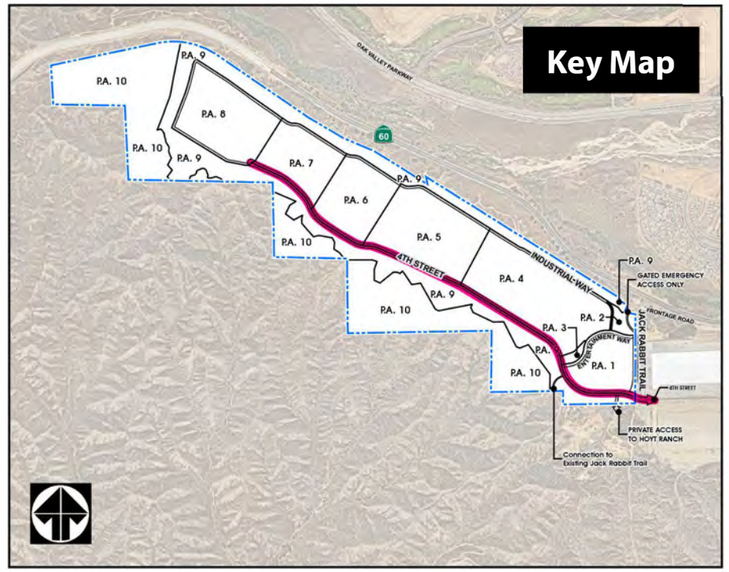
Conceptual Entertainment Way Streetscape

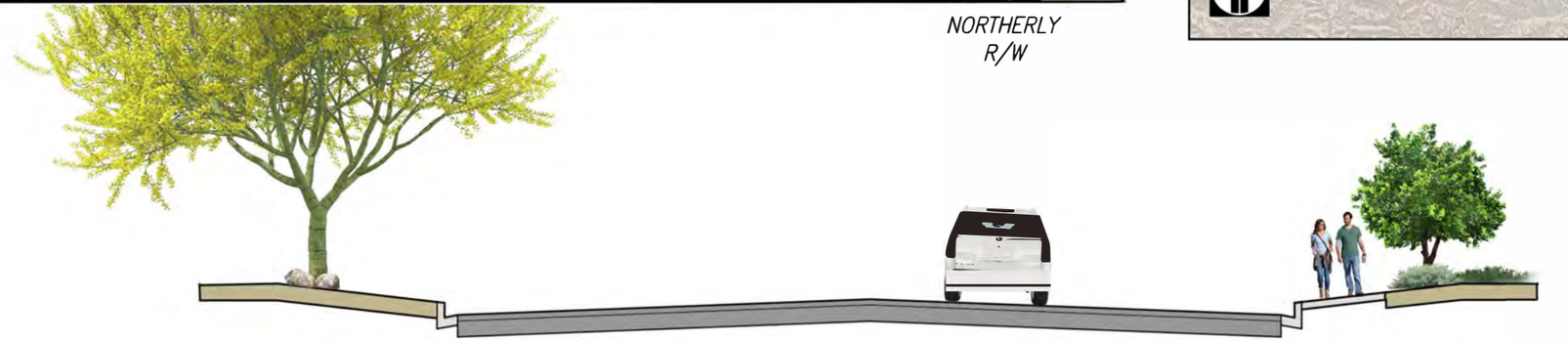
Not to Scale

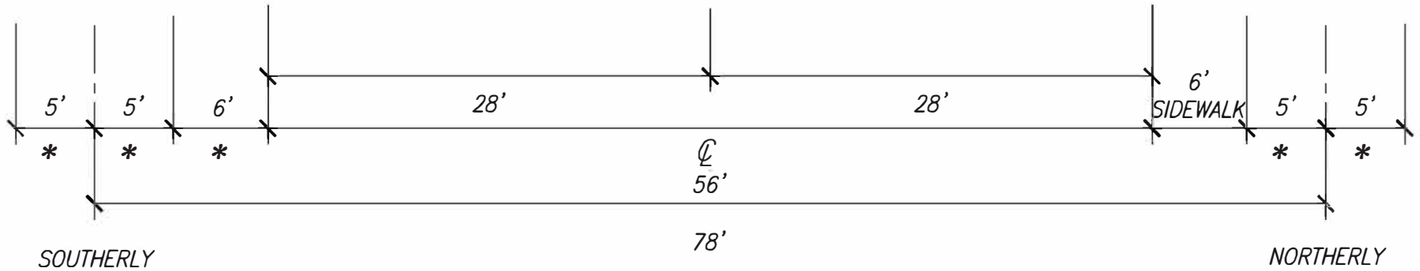


SOUTHERLY R/W

NORTHERLY R/W







4th Street

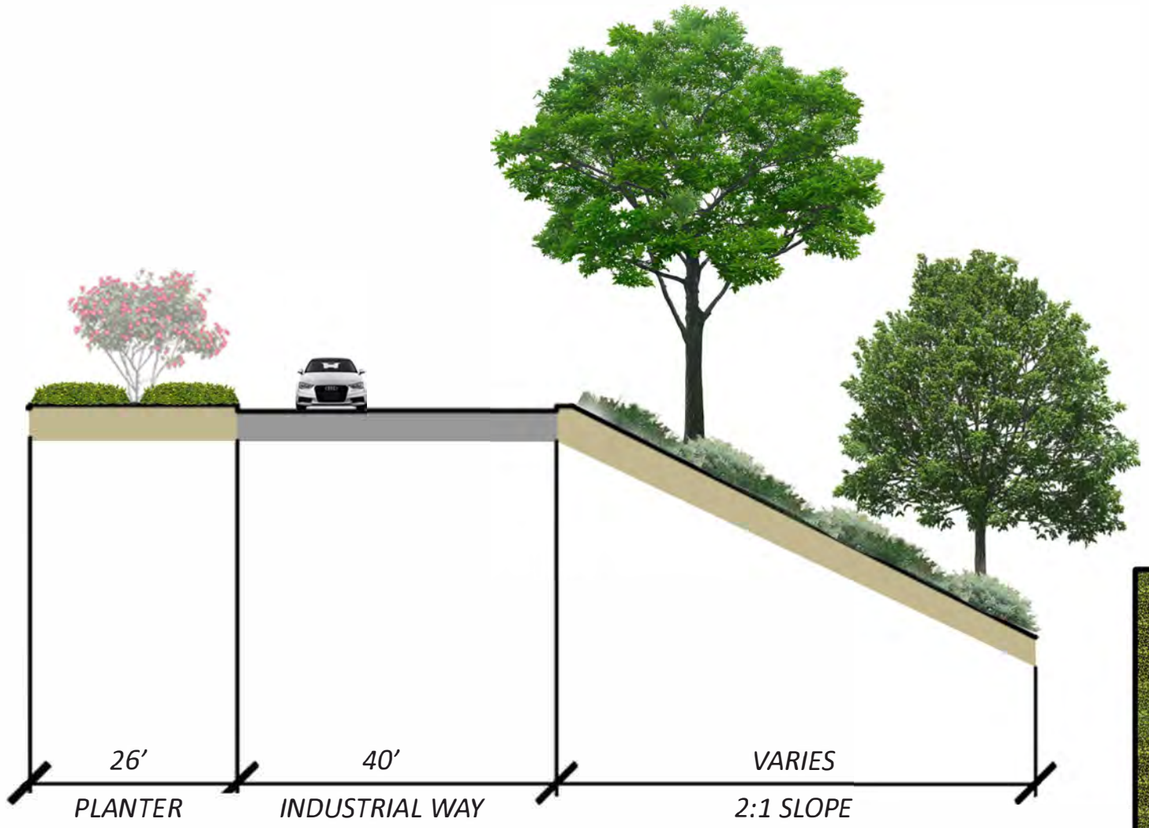
* *Landscape Parkway*

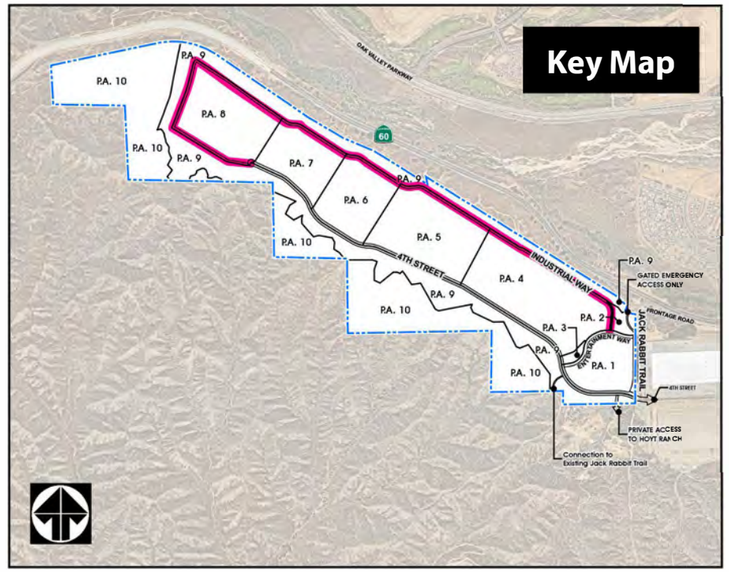
Source(s): Hunter Landscape (12-11-2020)

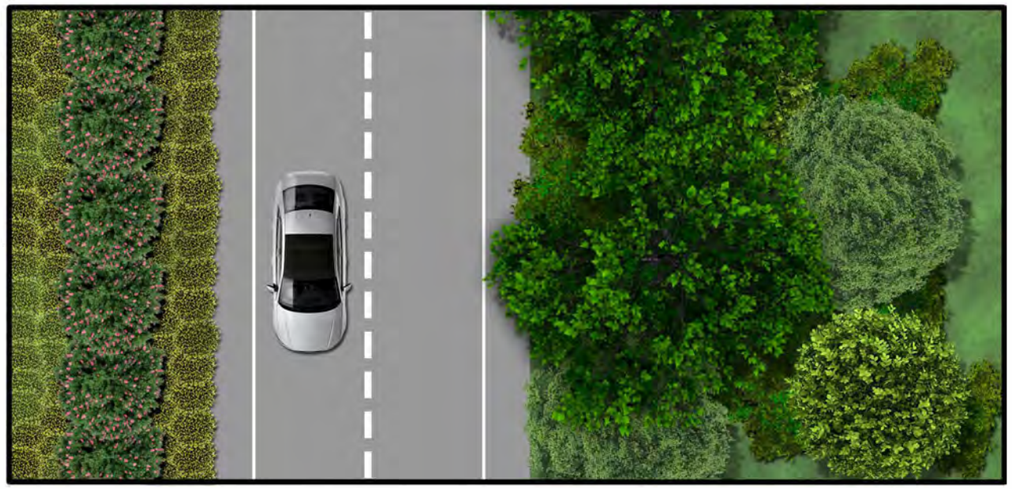
Figure 4-6

Conceptual 4th Street Streetscape

Not to Scale





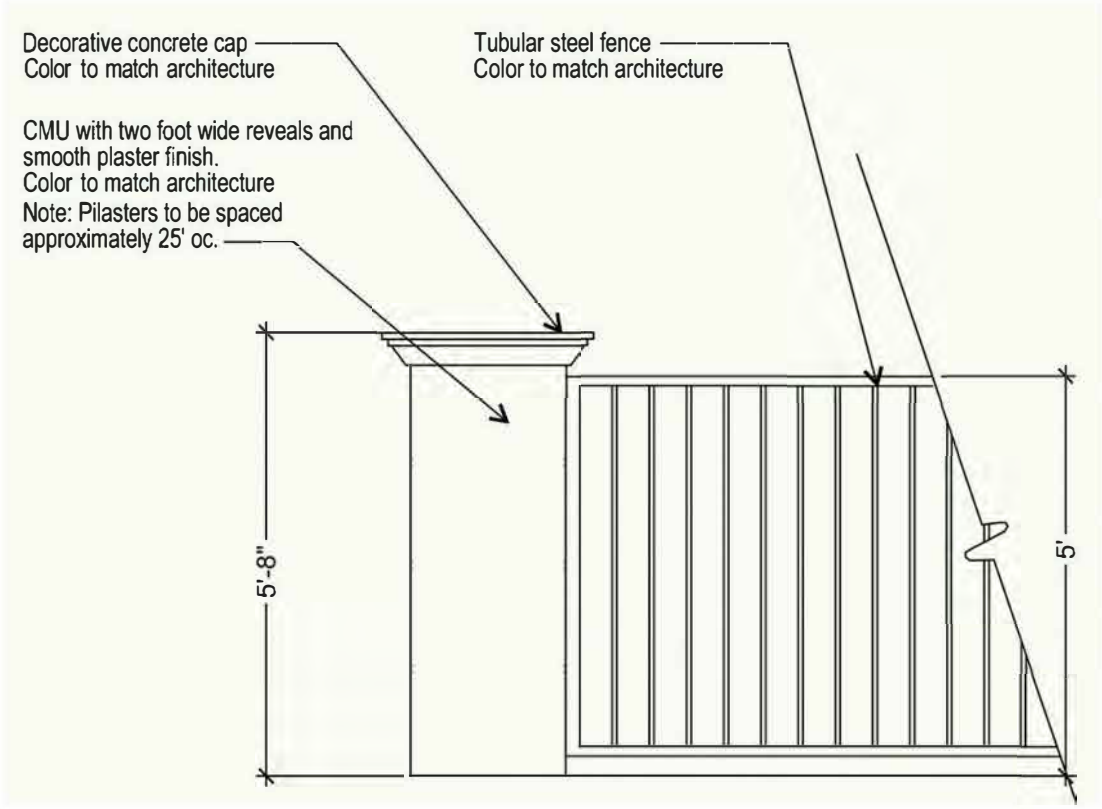


Source(s): Hunter Landscape (12-11-2020)

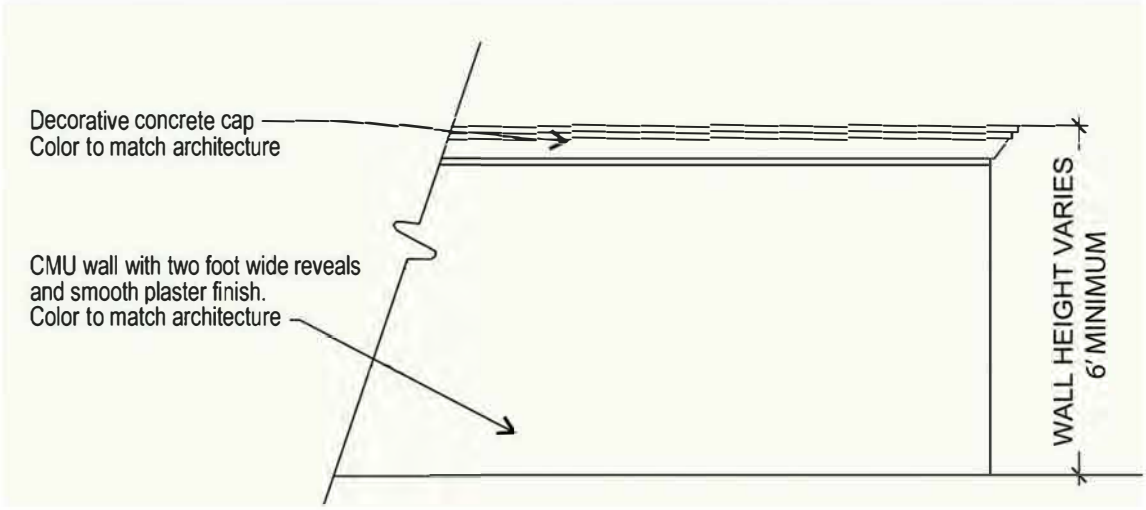
Figure 4-7

Conceptual Industrial Way Streetscape

Not to Scale



Tubular Steel Fence & Pilaster



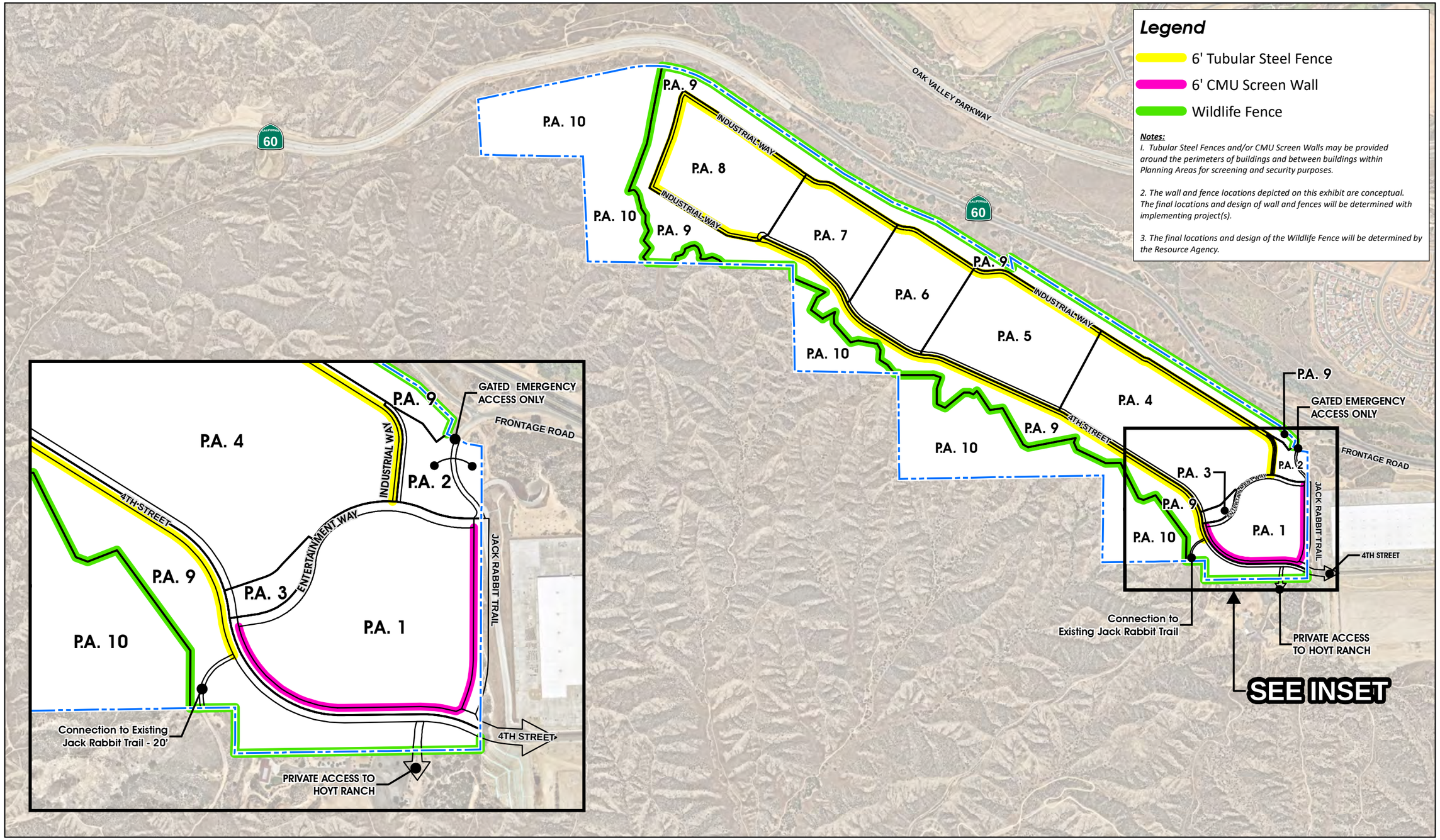
CMU Screen Wall

Source(s): Hunter Landscape (03-03-2021)

Figure 4-8

Conceptual Wall and Fence Details

Not to Scale



Source(s): ESRI, RCTLMA (2019), City of Beaumont (2004), Nearmap Imagery (2021)
Composite: Proactive Engineering Consultants (2020)

0 300 600 1,200 Feet

Figure 4-9

Conceptual Wall and Fence Plan

4.6.6 LANDSCAPE INTERFACES

The EXPERIENCE AT BEAUMONT POINTE contains five (5) distinct Landscape Interfaces, or edge treatments, which provide visually interesting and practical buffers at the boundaries of adjacent off-site land uses. The general location of each of these Landscape Interfaces is depicted on Figure 4-1, *Master Landscape Plan.* Each of these landscape interfaces are discussed in detail below. The interfaces depicted in this section may be modified by the requirements for fuel modification or brush clearing associated with future implementing projects. The types of walls, landscape material, and width may be modified if needed to address final building orientations, fire safety, or MSHCP issues.

1. Interface #1 – Industrial (Planning Area 5) to Off-Site CA-60 Freeway

Interface #1, as illustrated on Figure 4-10, identifies the interface condition where Industrial land uses within Planning Area 5 are adjacent to the off-site CA-60 Freeway located to the north. In this condition, Industrial land uses are buffered from CA-60 Freeway by a tubular steel fence at the boundary of the truck yards, 26-foot-wide landscape buffer along the perimeter of building sites, 40-foot wide Industrial Way, and a 160-foot-wide manufactured slope within Planning Area 9. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species.*

2. Interface #2 – Commercial (Planning Area 1) to Off-Site (Eastern Boundary)

Interface #2, as illustrated on Figure 4-11, identifies the interface condition where General Commercial land uses within Planning Area 1 are directly adjacent to the off-site uses located to the east. In this condition, General Commercial land uses are buffered from the off-site uses by a six-foot-tall CMU Screen Wall, 65 feet of landscaping along the perimeter of Planning Area 1, and the 78-foot-wide right-of-way of Jack Rabbit Trail. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species.*

3. Interface #3 – Commercial (Planning Area 1) to Off-Site (Southern Boundary)

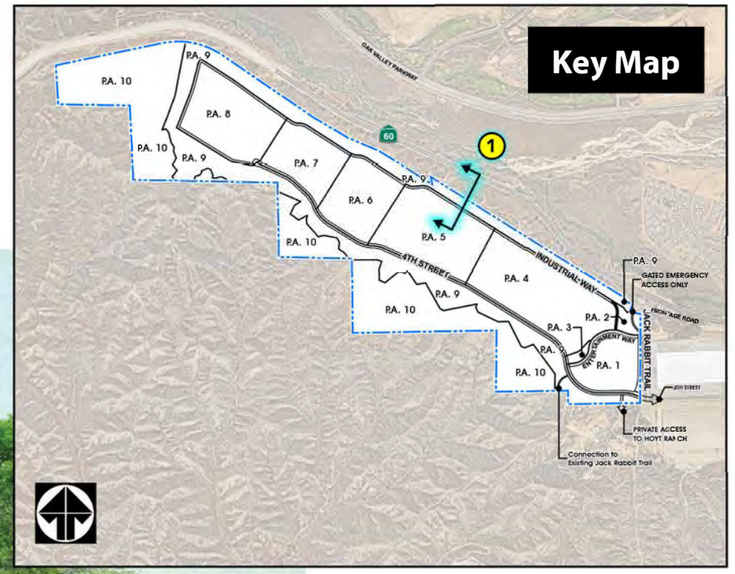
Interface #3, as illustrated on Figure 4-12, identifies the interface condition where General Commercial l land uses within Planning Area 1 are adjacent to the open space areas within Planning Area 9 to the south. In this condition, Commercial land uses are buffered from the open space areas within Planning Area 9 by the 78-foot-wide right-of-way of 4th Street, and a 6-foot-tall CMU Screen Wall. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species.*

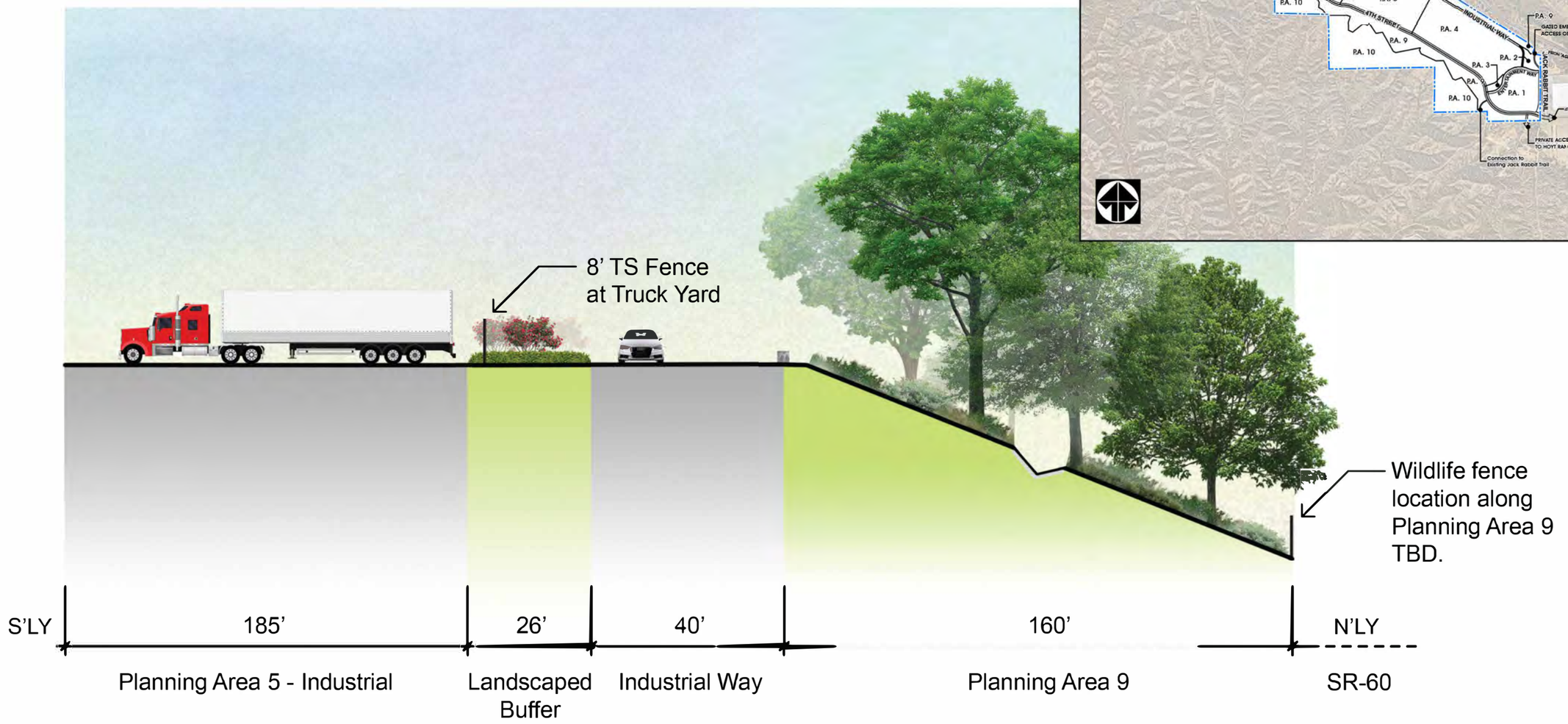
4. Interface #4 – Industrial (Planning Area 4) to Open Space (Planning Area 9)

Interface #4, as illustrated on Figure 4-13, identifies the interface condition where Industrial land uses within Planning Area 4 are adjacent to the open space areas within Planning Area 9 to the south. In this condition, Industrial land uses are buffered from the open space areas within Planning Area 9 by a 20-foot-wide landscape planter along the perimeter of building sites, and the 78-foot-wide right-of-way of 4th Street. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species.*

5. Interface #5 – Industrial (Planning Area 8) to Open Space (Planning Area 10)

Interface #5, as illustrated on Figure 4-14, identifies the interface condition where Industrial land uses within Planning Area 8 are adjacent to the open space areas within Planning Areas 9 and 10 to the west. In this condition, Industrial land uses are buffered from the open space areas within Planning Area 9 by a 20-foot-wide landscape planter along the perimeter of building sites, a 42-foot-wide private drive aisle, and a tubular steel fence, and Planning Area 9 is buffered from Planning Area 10 by a wildlife fence. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette,* and Table 4-2*, Prohibited Plant Species.*



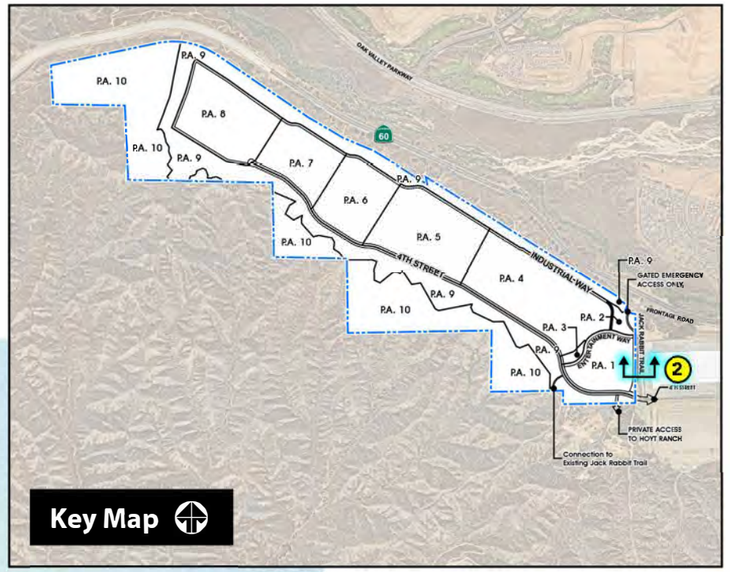


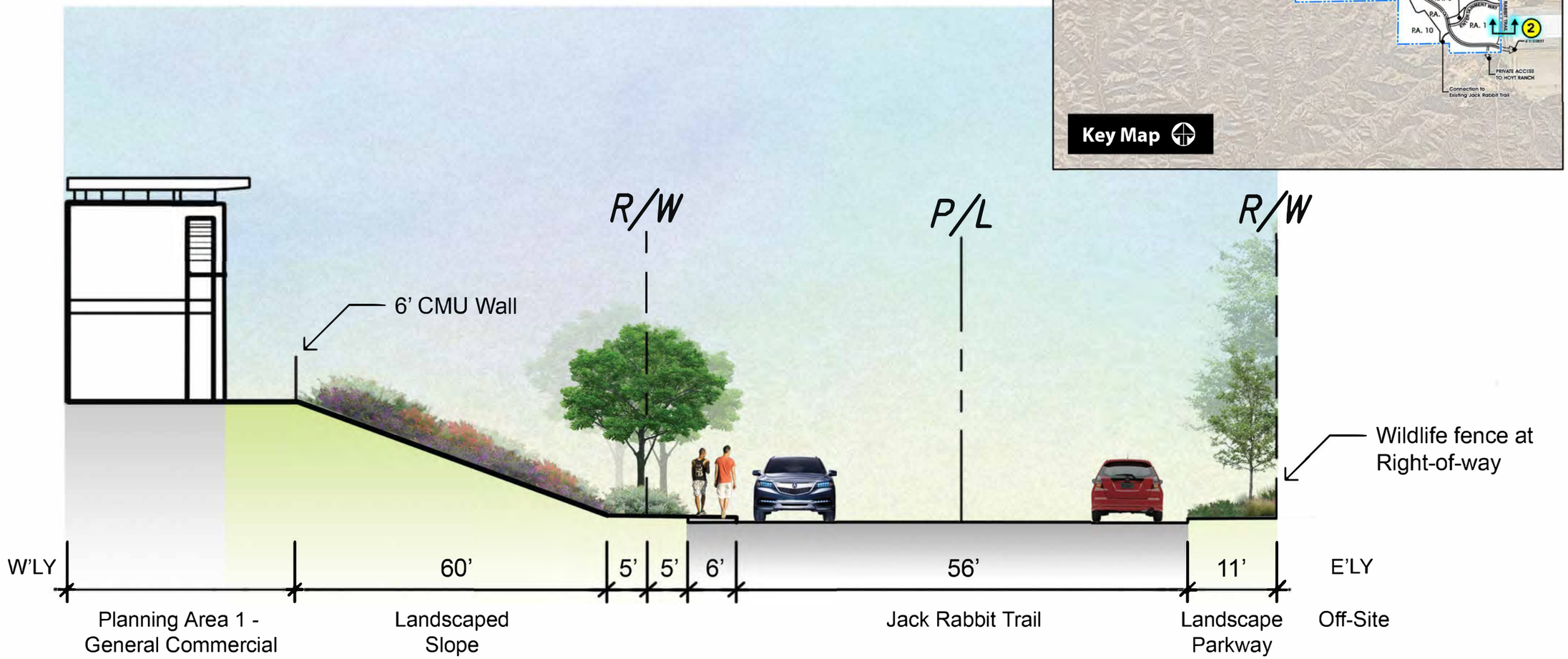
Source(s): Hunter Landscape (03-03-2021)

Figure 4-10

Conceptual Interface #1 - Industrial (PA 5) to Off-Site SR-60

Not to Scale



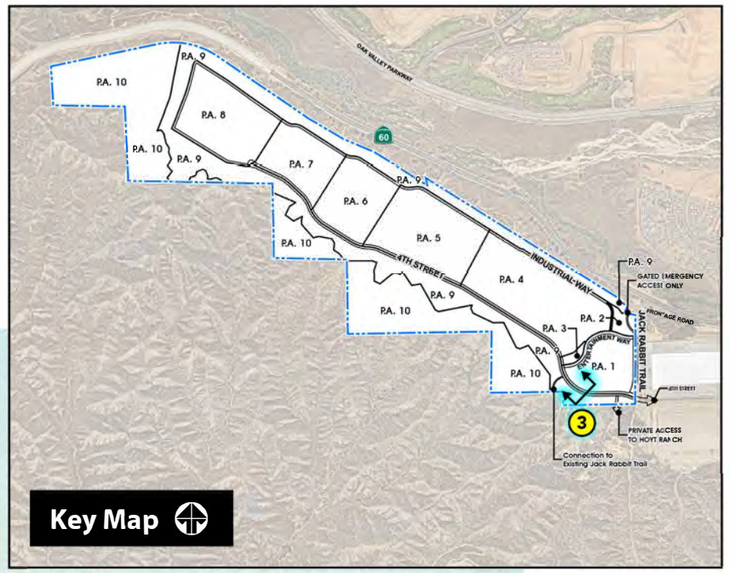


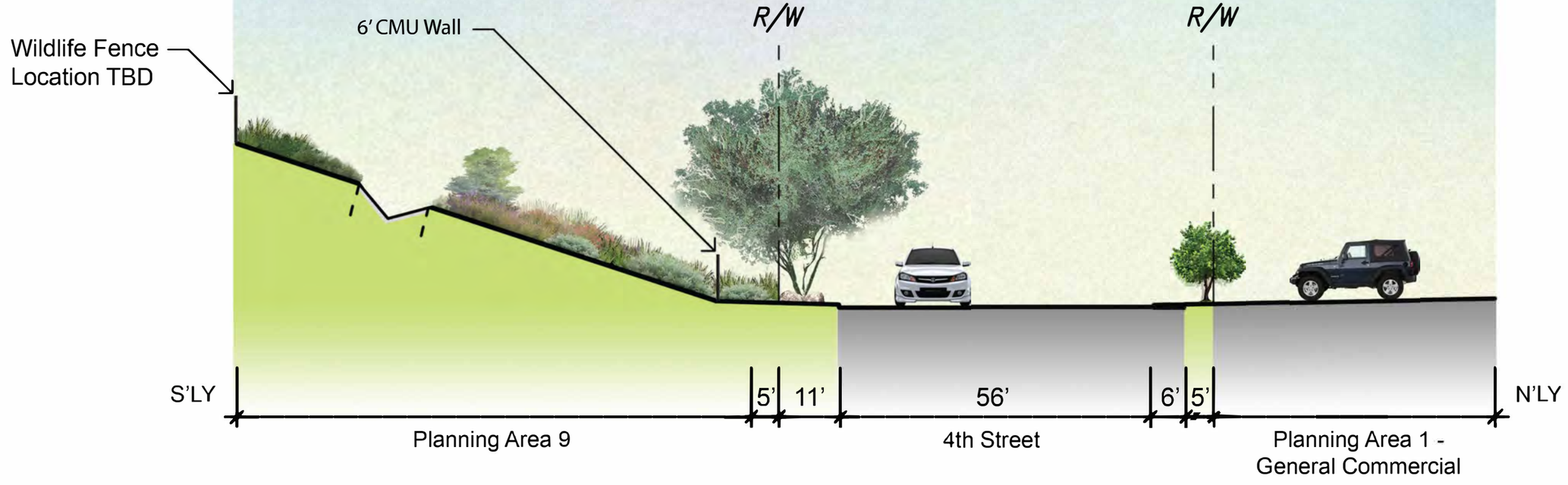
Source(s): Hunter Landscape (03-03-2021)

Figure 4-11

Conceptual Interface #2 - Commercial (PA 1) to Off-Site (Eastern Boundary)

Not to Scale



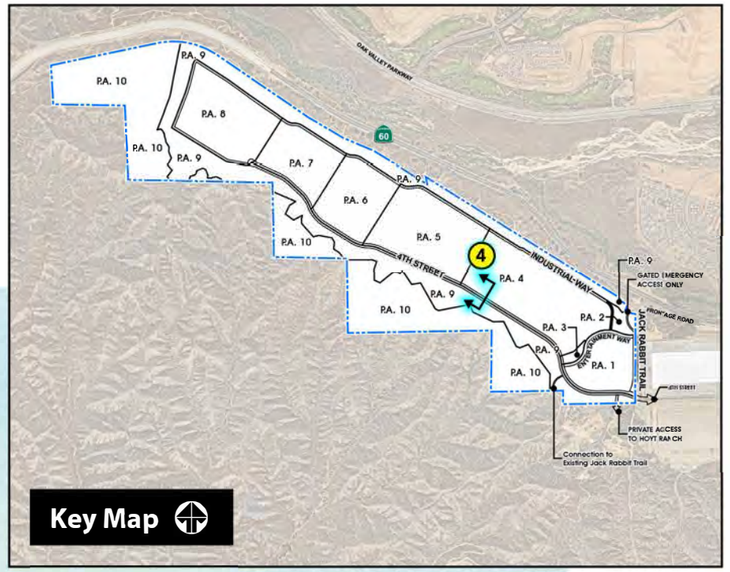


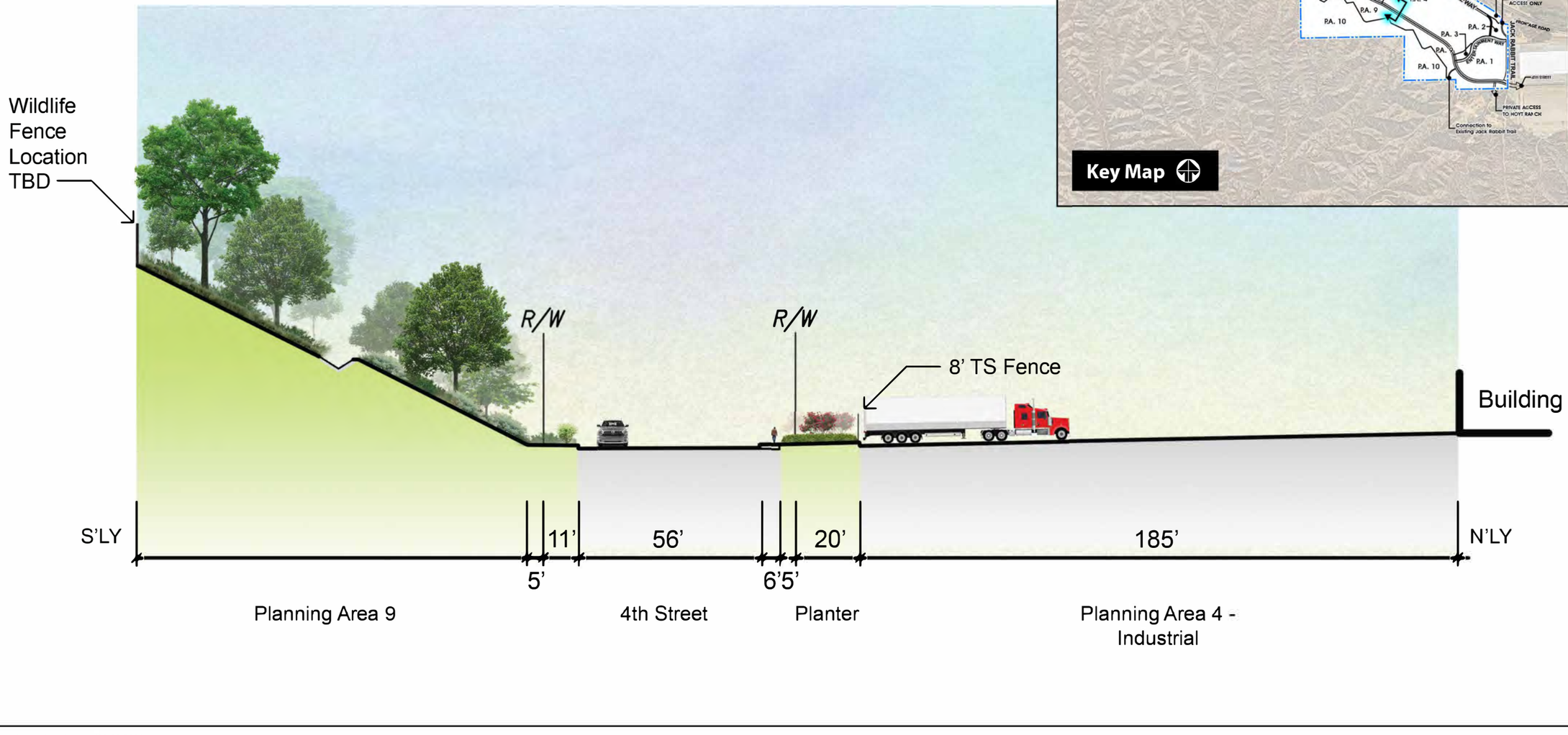
Source(s): Hunter Landscape (03-03-2021)

Figure 4-12

Conceptual Interface #3 - Commercial (PA 1) to Off-Site (Southern Boundary)

Not to Scale



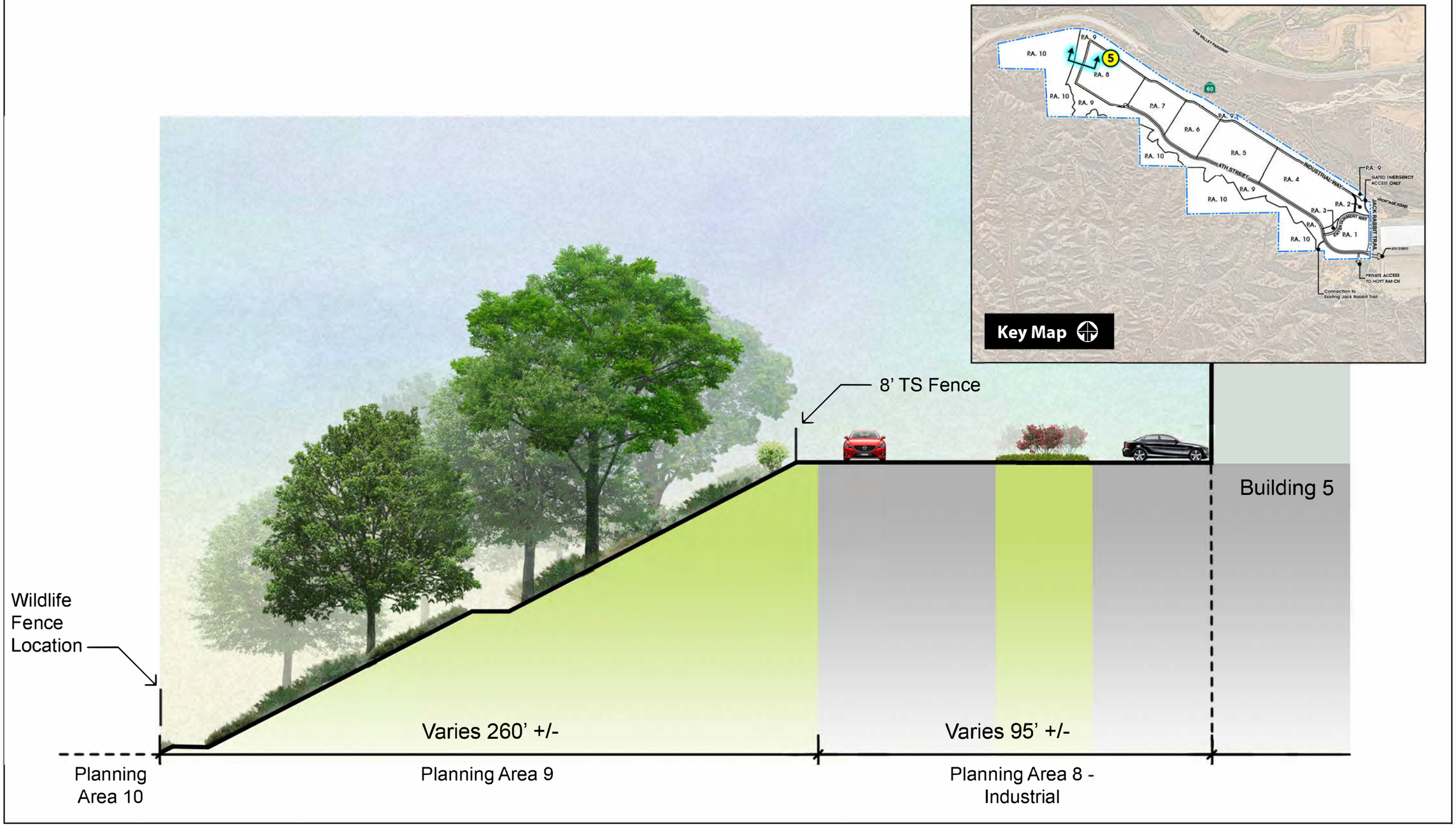


Source(s): Hunter Landscape (03-03-2021)

Figure 4-13

Conceptual Interface #4 - Industrial (PA 4) to Open Space (PA 9)

Not to Scale



Source(s): Hunter Landscape (03-03-2021)

Figure 4-14

Not to Scale

Conceptual Interface #5 - Industrial (PA 8) to Open Space (PA 10)

CHAPTER 5

IMPLEMENTATION PLAN

CHAPTER FIVE presents the policies and procedures for the City of Beaumont's review and approval of implementing projects within the Specific Plan, and describes the methods and procedures for interpreting and amending the Specific Plan as necessary.

5.1 IMPLEMENTATION OF SPECIFIC PLAN NO. 2019-000

5.2 REVIEW AND APPROVAL OF IMPLEMENTING DEVELOPMENT PROPOSALS

5.3 CONCEPTUAL IMPLEMENTATION PLAN

5.4 MAINTENANCE PLAN

5 | IMPLEMENTATION PLAN

5.1 IMPLEMENTATION OF SPECIFIC PLAN NO. 2019-0003

Approval of the BEAUMONT POINTE Specific Plan (SP2019-0003) indicates acceptance by the City of Beaumont Planning Commission and City Council of the general framework of development for the 539.9-acre property described therein. Part of that framework establishes the "Implementation Regulations" which consist of: General Development Criteria, Infrastructure Improvement Standards, Permitted and Conditionally Permitted Uses, Development Standards, and Planning Area Standards which constitute the zoning regulations for the BEAUMONT POINTE Specific Plan. The BEAUMONT POINTE Specific Plan also establishes Design Guidelines to establish the character of the architecture and landscape design. Unlike the Implementation Regulations, the Design Guidelines are not compulsory, but are intended instead to provide clear direction while allowing flexibility during the design of implementing development projects. Further, it is anticipated that this Specific Plan No. 2019-0003 will be implemented through a series of Plot Plans and Conditional Use Permits, which shall be reviewed and approved by the City of Beaumont. Approvals within the BEAUMONT POINTE Specific Plan shall be subject to the review authority and review processes set forth in this Section. If there is any conflict between the provisions of this Specific Plan and the City of Beaumont Code of Ordinances ("Zoning Ordinance") pertaining to the review process, the provisions of this Specific Plan shall control.

5.1.1 APPLICABILITY

All development and proposed uses in the Specific Plan area shall comply with the Implementation Regulations set forth in this Specific Plan. Where conflicts exist between the Implementation Regulations contained in the BEAUMONT POINTE Specific Plan and those found in the Zoning Ordinance, the standards in this Specific Plan shall take precedence. Procedures, notices, timelines, and appeals not addressed in this Specific Plan shall be subject to the requirements of the Zoning Ordinance in effect at the time a project is submitted or as otherwise provided in an approved and effective development agreement for the site. The Design Guidelines are not compulsory but are intended instead to provide clear direction while allowing flexibility during the design of implementing development projects. Consistency with the Design Guidelines of implementing projects shall be determined by the Community Development Director pursuant to Section 5.1.3.

5.1.2 SEVERABILITY

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

5.1.3 INTERPRETATIONS

The Community Development Director may make interpretations related to the BEAUMONT POINTE Specific Plan and/or the applicability of Zoning Ordinance requirements or, at his/her discretion, refer interpretations to the Planning Commission for its consideration and action. Interpretations made by the

Community Development Director and/or decisions made by the Planning Commission may be appealed by the applicant to the Planning Commission, if applicable, and to the City Council per the procedures contained in the Zoning Ordinance in effect at the time a project is submitted or as otherwise provided in an approved and effective development agreement for the site.

5.1.4 Approval Authority

A. Community Development Director

The Community Development Director shall be responsible for administering, interpreting, and enforcing all Development Standards of the Specific Plan, including the acceptance and processing of all land use permit applications.

The Community Development Director is also the approval authority, subject to appeal to the Planning Commission per the procedures contained in the Zoning Ordinance in effect at the time a project is submitted or as otherwise provided in an approved and effective development agreement for the site, unless otherwise set forth in this Chapter 5 for the following application types:

1. Substantial Conformance Determinations;
2. Plot Plan - Administrative Review.
3. Amendment to the fire hazard severity zone designation or adoption into the Local Responsibility Area (LRA) to conform to approved changes to CAL FIRE's fire hazard severity zone maps.

B. Planning Commission

The Planning Commission is the approval authority for the following applications, subject to appeal to the City Council per the procedures contained in the Zoning Ordinance in effect at the time a project is submitted or as otherwise provided in an approved and effective development agreement for the site, unless otherwise set forth in this Chapter 5:

1. Review and approval of the Beaumont Pointe Sign Program;
2. Modification to the Beaumont Pointe Sign Program;
3. Variances;
4. Plot Plan - Planning Commission Public Hearing Required; and
5. Conditional Use Permits (subject to the procedures of the City's Zoning Ordinance).

C. City Building Department

1. Certificates of Occupancy

D. City Engineer

1. Lot Line Adjustments

The City Council is the final approval authority for Specific Plan Amendments, Zone Changes, Subdivision and Final Maps.

5.2 Review And Approval Of Implementing Development Proposals

In addition to the approval process identified within Section 5.1.4 (*Approval Authority*), above, the review and approval of subsequent development proposals will be accomplished by the means of the following processes.

5.2.1 PLOT PLANS

Plot Plans are one of the entitlement mechanisms for implementing development within this Specific Plan. A Plot Plan implements uses "permitted by right" pursuant to Table 3-1, *Permitted Uses,* of this Specific Plan or other uses authorized by interpretation of the Specific Plan as described in Section 5.1.3, (Interpretations), by providing a detailed description of how a subject parcel is to be developed. Three (3) different Plot Plan application types may be used for implementing development within this Specific Plan, distinguished by the level of conformity with the Specific Plan and CEQA review requirements:

1. Plot Plan - Administrative Review:

    a. A Plot Plan which is found by the Community Development Director to be in compliance with the Permitted, Conditionally Permitted or Ancillary Uses in Table 3-1, and the remaining Implementation Regulations, and is consistent with the overall intent and/or character of the Specific Plan and the Design Guidelines shall be reviewed and approved administratively by the Community Development Director;
    b. A Plot Plan which is found by the Community Development Director to be in compliance with the Permitted, Conditionally Permitted or Ancillary Uses in Table 3-1, but is not in full compliance with the remaining Implementation Regulations, but is determined consistent with the overall intent and/or character of the Specific Plan and the Design Guidelines, may be administratively approved by the Community Development Director, provided that the Community Development Director finds that: 1) that the proposed modifications are minor; and/or 2) that implementation of the proposed modifications would be generally consistent with the remaining Implementation Regulations, and with the overall intent and/or character of the Specific Plan and the Design Guidelines.. In the event the Community Development Director cannot make the two findings above, the Plot Plan may be referred to the Planning Commission pursuant to 5.2.1.2, below.

2. Plot Plan – Planning Commission Public Hearing:

    A Plot Plan which is found by the Community Development Director to be in compliance with the Permitted, Conditionally Permitted or Ancillary Uses in Table 3-1, but is not generally consistent with the remaining Implementation Regulations of the Specific Plan, or with the overall intent and/or character of the Specific Plan and the Design Guidelines or for which the findings in 5.2.1.1 (b) cannot be made but, which, by the limited extent or impact of the modifications, is determined by the Community Development Director not to be subject to a Substantial Conformance Determination, shall be referred for review by the Planning Commission at a public hearing but shall not require a Substantial Conformance Determination.

5.2.2 SUBSTANTIAL CONFORMANCE DETERMINATION

A Substantial Conformance Determination may be used to approve minor modifications to the Specific Plan text and graphics and shall be reviewed by and may be approved by the Community Development Director administratively and without a public hearing. Such approval shall be based on a finding made by the Community Development Director that the proposed modifications to the Specific Plan text, graphics, and/or project design are minor deviations, modifications or changes which do not change the character or intent of the Specific Plan, and therefore do not require a Specific Plan Amendment, but due to the extent or impact of the modifications, is determined by the Community Development Director to be subject to a Substantial Conformance Determination. However, a request for a Substantial Conformance Determination accompanied by a concurrent application which requires Planning Commission and/or City

Council review and approval, shall be considered a discretionary action under CEQA and shall be reviewed and approved by the required hearing body for the concurrent application(s).

The following particular minor deviations, modifications or changes to the Specific Plan, along with other minor modifications that the Community Development Director may determine do not change the character or intent of the Specific Plan, shall be subject to review and administrative approval by the Community Development Director as a Substantial Conformance Determination:

1. Modifications to the Specific Plan text and graphics which do not substantially change the character or intent of BEAUMONT POINTE Specific Plan.
2. Expansion or reduction of the net acreage and/or development intensity (square footage) of Planning Area 1 through 8 of 15% provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
3. The increase of building intensity/density or building square footage, provided that it does not exceed 0.75 FAR for any Planning Area (as the acreage of the PA may be modified consistent with the Specific Plan) and provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
4. Construction of buildings across Planning Area boundaries with the same Land Use Designation, which cross over into abutting Planning Areas, subject to all of the applicable Implementation Regulations and Design Guidelines of this Specific Plan. Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Specific Plan Amendment provided that the subject Planning Areas are under the same ownership prior to the issuance of a Certificate of Occupancy or Lot Line Adjustment.
5. Reductions of an approved Plot Plan or Conditional Use Permit's square footage by less than 25% of that stated within the approved Plot Plan or Conditional Use Permit.
6. Modifications to landscape coverage of less than 15% of that stated within the Specific Plan.
7. Decrease in parking requirements by a maximum of 10% with a parking study reviewed and approved by the Community Development Director.
8. Changes to the proposed land use for a Planning Area from that analyzed in the EIR to another land use permitted in Table 3-1; provided that each Planning Area shall comply with on-site and off-site street improvement recommendations and mitigation measures outlined in the Traffic Study (as modified by Section 5.2.8) and the MMRP.
9. Other minor changes, deviations or modifications of a similar nature to those listed above or which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, wall materials, wall alignment, wall height, entry design and streetscape design, and (ii) minor modifications to the Implementation Regulations (except for the Permitted, Conditionally Permitted, and Ancillary Uses) and Design Guidelines set forth in this Specific Plan provided such changes, deviations or modifications are consistent with the intent of the Implementation Regulations and Design Guidelines and with the character and intent of the Specific Plan, and in conformance with the City of Beaumont General Plan.

5.2.3 Conditional Use Permits

Uses subject to the approval of a Conditional Use Permit are identified in Table 3-1 *(Permitted Uses*) of this Specific Plan with a "C" symbol. Unless otherwise set forth in this Chapter 5, uses requiring the approval of a Conditional Use Permit shall be subject to the filing, required findings, notification, hearing, and appeal procedures identified in the Zoning Ordinance applicable to Conditional Use Permits effective at the time of development permit application(s).

5.2.4 Specific Plan Amendments

All Specific Plan modifications which do not meet the criteria of a Substantial Conformance Determination as defined in Section 5.2.3 shall be deemed to require a Specific Plan Amendment. When public hearings are authorized or required to adopt Amendments to the Specific Plan, notices of public hearings shall be provided and hearings held in accordance with the relevant procedural provisions of the Zoning Ordinance in effect at the time of the submittal of the Specific Plan Amendment application.

Specific Plan Amendments shall be processed in accordance with the applicable provisions of State law provided in California Government Code section 65450et. seq. and shall be subject to the review and approval of the City Council. The Planning Commission shall first hear and consider applications for Specific Plan Amendments and provide a recommendation to the City Council.

Any Specific Plan Amendment initiated by an applicant requires the filing of a City application and required materials supporting the amendment, submittal of a fee deposit, Planning Commission review and recommendations, and City Council review and final decision.

5.2.5 Signage

1. BEAUMONT POINTE SIGN PROGRAM

   A Beaumont Pointe Sign Program shall be created in support of the BEAUMONT POINTE Specific Plan, pursuant to the City's Zoning Ordinance to establish provisions for the development of signs within the Specific Plan. The Planning Commission shall be the reviewing body for the Beaumont Pointe Sign Program, along with any modifications to the Sign Program. The BEAUMONT POINTE Sign Program shall provide the final locations and dimensions of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses. The location(s) of monumentation and Pylon Signs shown in this Specific Plan are conceptual and shall be installed pursuant to an approved BEAUMONT POINTE Sign Program.

5.2.6 Environmental Review

The evaluation of environmental impacts for the BEAUMONT POINTE Specific Plan is contained in the project's Environmental Impact Report (ENV2019-0008), a project level environmental impact report certified by the City of Beaumont concurrently with the approval of the BEAUMONT POINTE Specific Plan. It is the intent of the City in adopting this Specific Plan that applications for plot plans and other entitlements that are contemplated by and generally consistent with this Specific Plan shall be addressed administratively. The need for subsequent environmental review shall be evaluated by the Community Development Director pursuant to Section 21166 of the California Environmental Quality Act (CEQA) and the relevant provisions of the CEQA Guidelines. The Community Development Director shall make the determination as to the level of CEQA documentation, if any, (exemption, addendum, supplemental EIR, supplemental MND, or subsequent EIR) that is appropriate and may request and obtain technical information as necessary to make this determination.

5.2.7 Appeals

Notwithstanding any other provision of this Specific Plan or the Zoning Ordinance, appeals from any determination of the Community Development Director and/or Planning Commission with respect to all matters other than Conditional Use Permits and Variances shall be made by filing an application on forms provided by the City of Beaumont, and accompanied by the appropriate filing fee, where applicable, within fifteen (15) days following the final date of action for which an appeal is made. Except as specifically set

forth in this Chapter 5, appeals may be brought and shall be processed consistent with the Zoning Ordinance.

5.2.8 Average Daily Trip Analysis Option

As part of each application for a land use within a Planning Area that would (based on application of ITE trip generation tables or any other then acceptable trip generation source (e.g., WRCOG High-Cube Warehouse Trip Generation Study (WSP) dated, January 29, 2019)) result in a greater number of average daily trips than those analyzed in the EIR for that Planning Area, the City shall have the right to require preparation of a supplement traffic analysis to determine whether the proposed change in use would change the findings and improvement requirements identified in the original Traffic Study. If, after taking into account the unused trips from previously developed Planning Area and additional uses proposed for the undeveloped areas of the project site, the supplemental traffic analysis identifies intersection impacts that were not disclosed in the EIR, the City shall have the right to either accelerate the existing mitigation measures or impose new traffic mitigation measures that require fair share contributions by the applicant as a condition of the requested entitlement.

5.3 Conceptual Implementation Plan

The BEAUMONT POINTE Specific Plan is designed for development in response to market demands and according to the logical and orderly extension of roadways, public utilities, and infrastructure. Planning Areas may be developed in any sequence, or increment, provided that the infrastructure improvements required to serve the implementing development are available at the time of development or constructed concurrently with the development. Phasing of the grading may occur in one phase, and/or may occur in smaller increments, subject to approved Grading Plans and Permits. The phasing schedule should be considered preliminary only and may require modification as construction commences to address possible unforeseen changes in market conditions and absorption rates. Actual development may occur at an accelerated or slower rate, in fewer or more phases, or in a different order subject to review and approval by City Public Works to ensure adequacy of on-site infrastructure and circulation and off-site traffic mitigation.

Detailed descriptions of the potable water services, reclaimed water, sewer services, drainage and flood control facilities, and vehicular circulation plans are described within the relevant sub-sections of *Chapter 2, Development Plan,* of this Specific Plan.

The exact timing of implementation for any Planning Area may vary based on a number of factors, including market and economic demands, as well as physical constraints or timing of infrastructure improvements. Implementing projects within BEAUMONT POINTE may be approved by the City of Beaumont, provided vehicular access, public facilities and infrastructure is constructed to adequately service the development or as needed for public health and safety in each stage of development and further provided that such phase of development conforms substantially with the intent and purpose of the Specific Plan. Planning Areas which are dependent on adjacent Planning Areas for access shall demonstrate the ability to provide the necessary infrastructure and access, prior to issuance of building permits.

An agreement with Beaumont-Cherry Valley Water District (BCVWD), the City of Beaumont, or other capable service provider shall be made in writing which states that the provision of services to any implementing project shall be available prior to the recordation of any subdivision maps.

5.3.1 Infrastructure Phasing Plan

The following infrastructure phasing discussions provide a conceptual sequence for the timing of each infrastructure facility and are intended to be considered in conjunction with the detailed infrastructure improvement descriptions contained in Chapter 2.

Potable Water Phasing Plan

As shown in Figure 5-1, *Conceptual Potable Water Phasing Plan*, the phasing of potable water infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of indoor potable water and fire flow distribution lines in 4th Street, Entertainment Way, and Industrial Way abutting Planning Areas 1, 2, 3, and 4, the potable water line in Industrial Way abutting Planning Area 5, and the specified backflow preventers in Planning Area 1.
2. Phase 2 consists of the construction of the potable water line in 4th Street abutting Planning Areas 5 and 6, and the optional Water Tank located in Planning Area 9,
3. Phase 3 consists of the construction of potable water line in 4th Street and Industrial Way abutting Planning Areas 7, along with the potable water line between Industrial Way and 4th Street.
4. Improvements noted above and in the associated Figure for each Phase shall be completed prior to the issuance of a Certificate of Occupancy for any building in that Phase.

Reclaimed Water Phasing Plan

As shown in Figure 5-2, *Conceptual Reclaimed Water Plan*, the phasing of reclaimed water infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the reclaimed water line in 4th Street, abutting Planning Areas 1, 2, 3, and 4.
2. Phase 2 consists of the construction of the reclaimed water line in 4th Street abutting Planning Areas 5 and 6,
3. Phase 3 consists of the construction of potable water line in 4th Street and Industrial Way abutting Planning Area 7, along with the reclaimed water line between Industrial Way and 4th Street.
4. Improvements noted above and in the associated Figure for each Phase shall be completed prior to the issuance of a Certificate of Occupancy for any building in that Phase.

Sewer Phasing Plan

As shown in Figure 5-3, *Conceptual Sewer Phasing Plan*, the phasing of sewer infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the sewer force mains in Jack Rabbit Trail, Entertainment Way, and Industrial Way, abutting Planning Areas 1, 2, 3, 4, and 5, the gravity sewer lines in Industrial Way abutting Planning Areas 2 and 4, along with the Sewer Lift Station located in Planning Area 5.
2. Phase 2 consists of the construction of the gravity sewer line in Industrial Way abutting Planning Areas 5 and 6,
3. Phase 3 consists of the construction of gravity sewer line in Industrial Way abutting Planning Areas 7 and 8.
4. Improvements noted above and in the associated Figure for each Phase shall be completed prior to the issuance of a Certificate of Occupancy for any building in that Phase.

Drainage and Water Quality Phasing Plan

As shown in Figure 5-4, *Conceptual Drainage and Water Quality Phasing Plan*, the phasing of drainage and storm water management infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the storm drain and water quality facilities located within Jack Rabbit Trail, 4th Street, Planning Areas 1, 2, 3, 4, and 9; and the WQMP basin located within Planning Area 4.
2. Phase 2 consists of the construction of the storm drain and water quality facilities located within 4th Street, Planning Areas 5, 6, and 9, along with the WQMP basins in Planning Areas 5 and 6,
3. Phase 3 consists of the construction of the storm drain and water quality facilities located Planning Areas 7, 8, and 9, along with the WQMP basin in Planning Area 8.
4. Improvements noted above and in the associated Figure for each Phase shall be completed prior to the issuance of a Certificate of Occupancy for any building in that Phase.

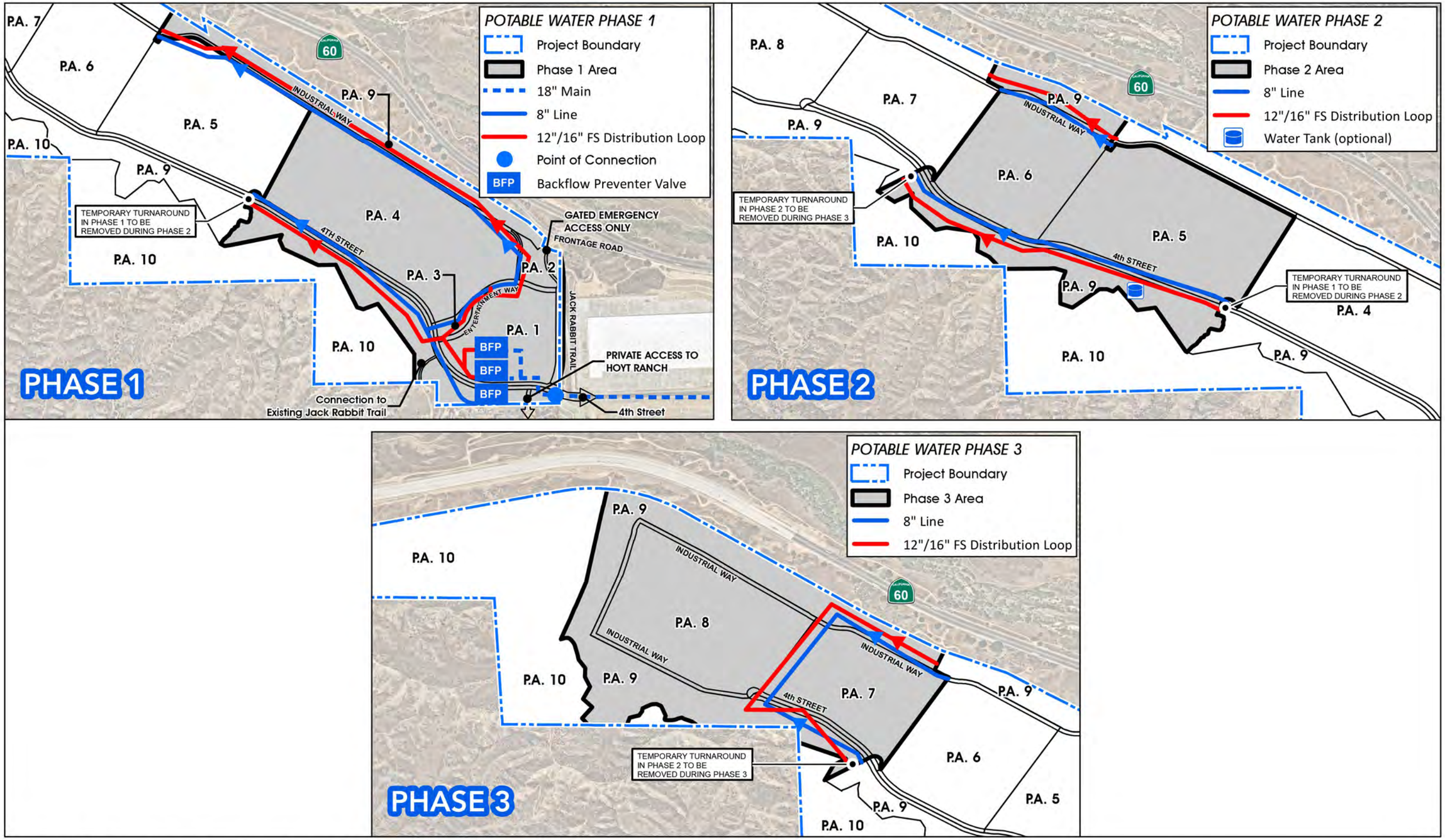
Circulation Phasing Plan

As shown on Figure 2-2, *Circulation Plan*, the phasing of project circulation components is designed to provide two points of access to each Phase or individual structure, prior to the issuance of the Certificate of Occupancy. To ensure secondary access to each phase of development, 40' wide Interim Fire Access Loop Connections which link 4th Street to Industrial Way, will be constructed between Planning Areas 4 and 5 for Phase 1, between Planning Areas 6 and 7 for Phase 2, and a permanent Fire Lane Loop will be established by extending Industrial Way around the perimeter of Planning Area 8 for Phase 3. These Interim Fire Access Loop Connections will be absorbed into the parking areas for the Planning Area in which each is located, upon installation of either an alternative Interim Fire Access Loop Connection or completion of the Industrial Way loop connection to 4th Street.

Grading Phasing Plan

As shown in Figure 5-5, *Conceptual Grading Phasing Plan*, the BEAUMONT POINTE Specific Plan grading will be completed in three (3) Phases.

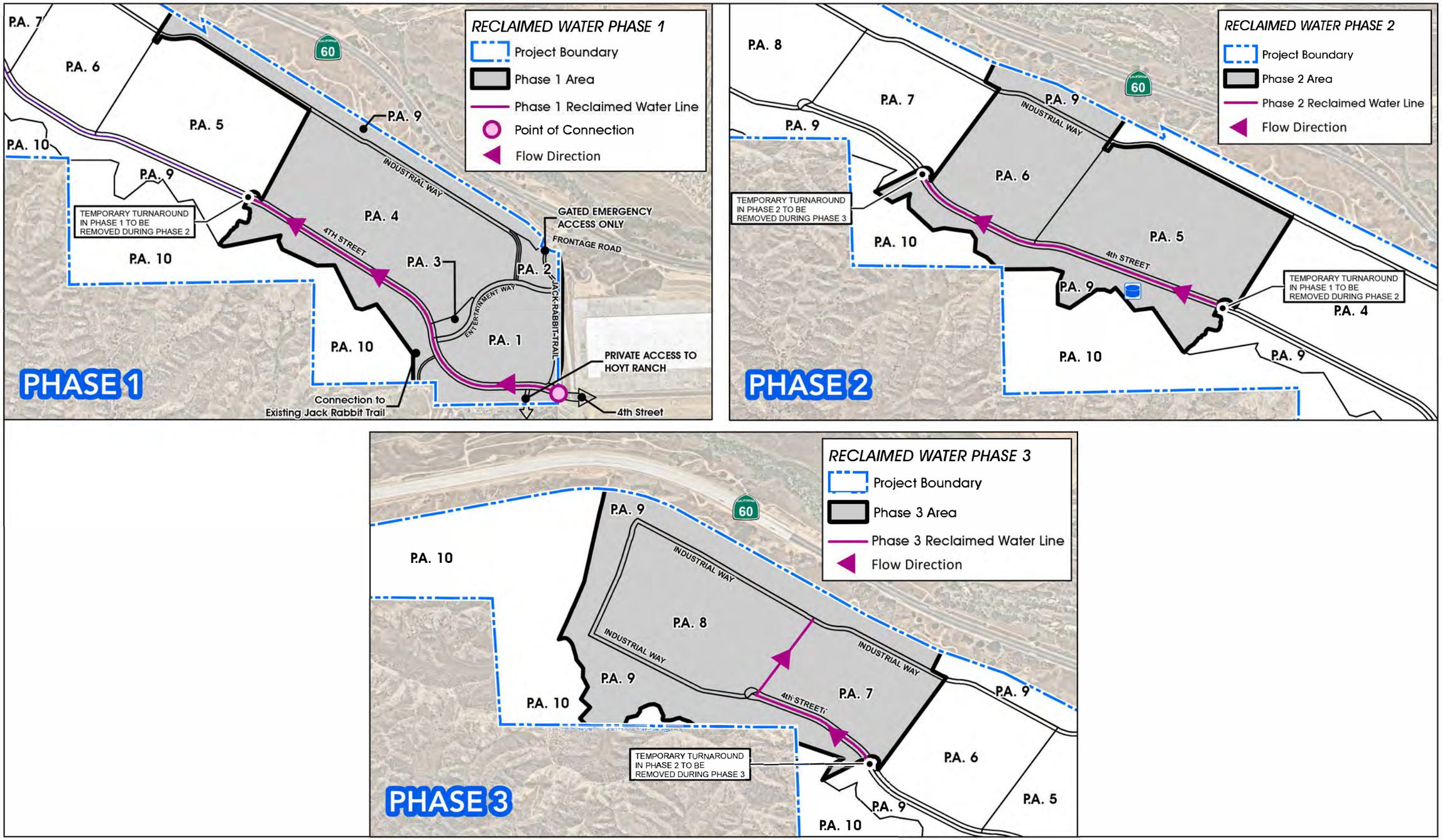
1. Phase 1 consists of the finished grading of Planning Areas 1, 2, 3, 4, and adjacent parts of 9 as well as a partial grade/export area in Planning Areas 5, 6, and adjacent parts of 9.
2. Phase 2 consists of the finished grading of Planning Areas 5, 6, and adjacent parts of 9 as well as a partial grade/export area in parts of Planning Areas 7, 8, and 9.
3. Phase 3 consists of the finished grading of Planning Areas 7, 8, and adjacent parts of 9.
4. Improvements noted above and in the associated Figure for each Phase shall be completed prior to the issuance of a Certificate of Occupancy for any building in that Phase.



Source(s): Nearmap (2021), Riverside County (2021), Proactive Engineering Consultants (07-12-2021)

Figure 5-1

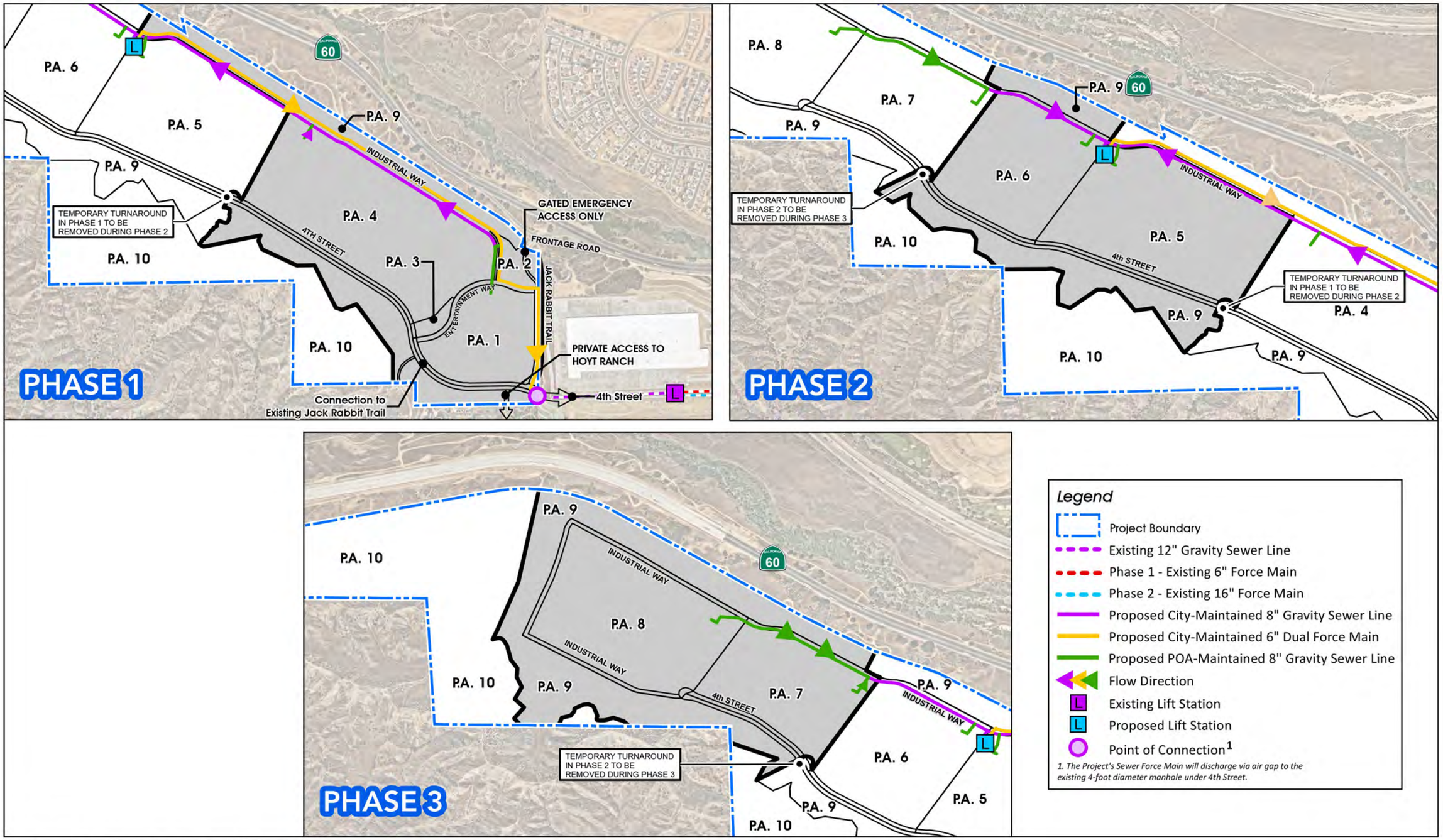
Conceptual Potable Water Phasing Plan



Source(s): Nearmap (2021), Riverside County (2021), Proactive Engineering Consultants (07-12-2021)

Figure 5-2

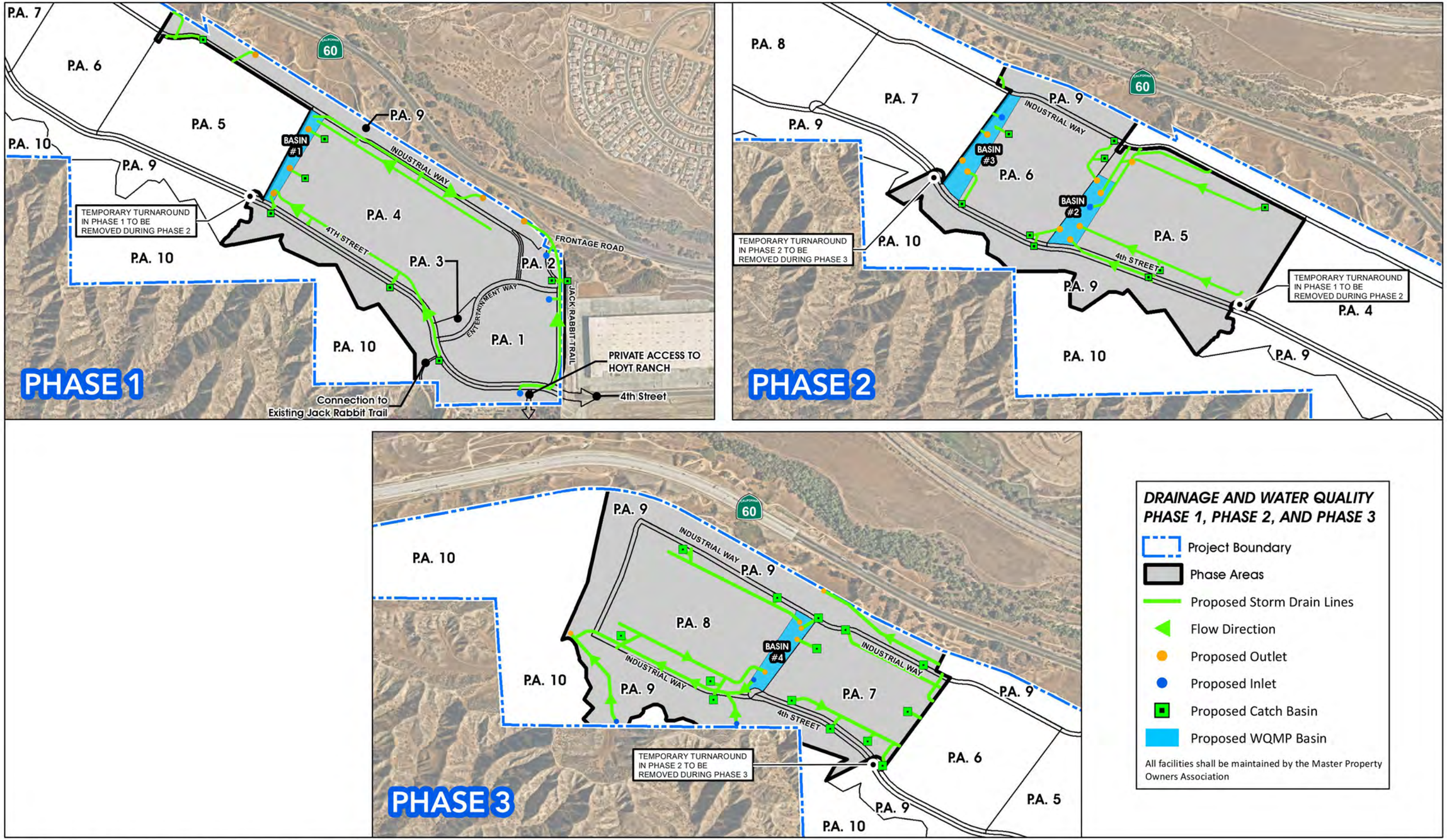
Conceptual Reclaimed Water Phasing Plan



Source(s): Nearmap (2021), Riverside County (2021), Proactive Engineering Consultants (07-12-2021)

Figure 5-3

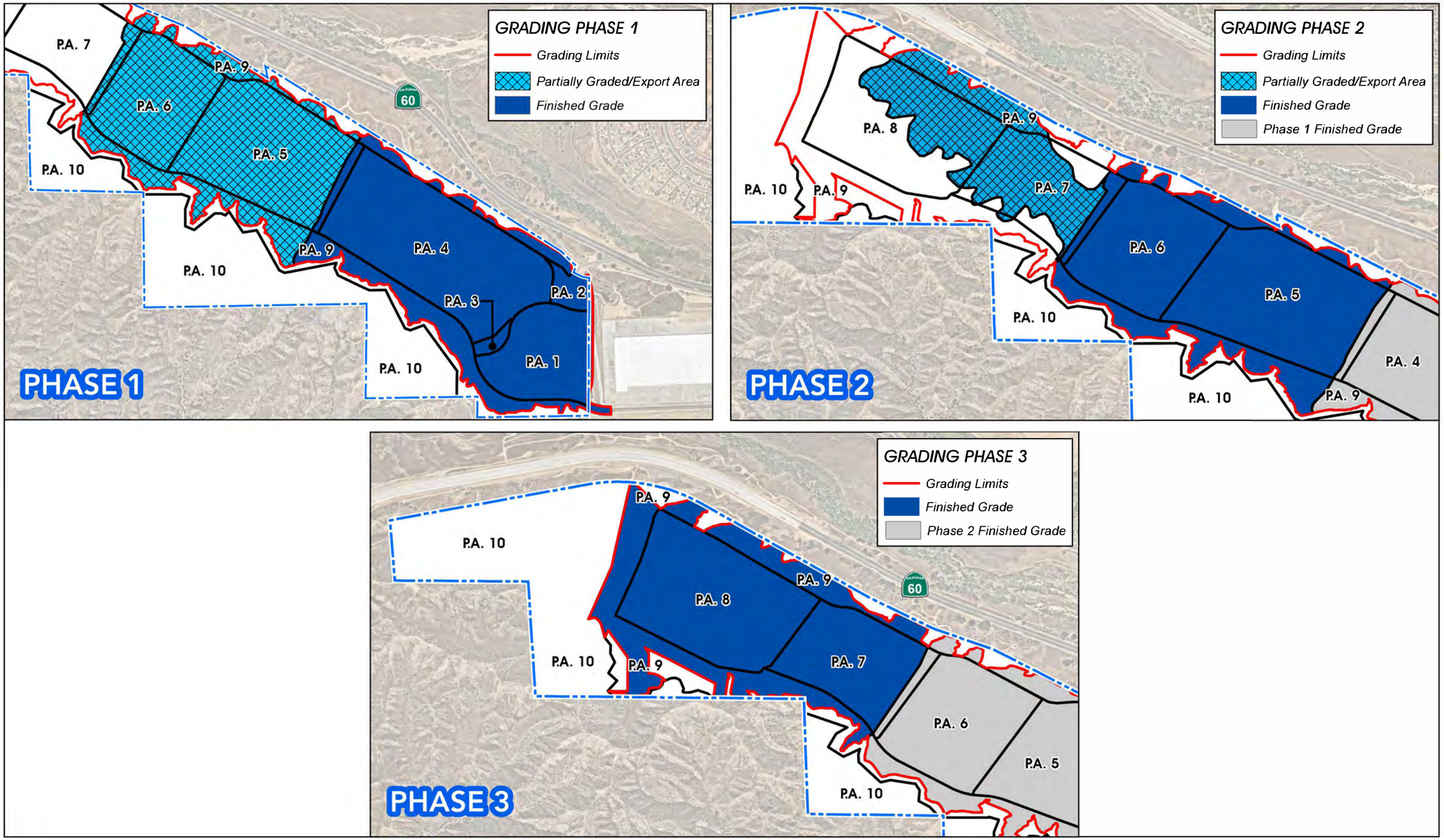
Conceptual Sewer Phasing Plan



Source(s): Nearmap (2021), Riverside County (2021), Proactive Engineering Consultants (07-12-2021)

Figure 5-4

Conceptual Drainage and Water Quality Phasing Plan



Source(s): Nearmap (2021), Riverside County (2021), Proactive Engineering Consultants (07-12-2021)

Figure 5-5

Conceptual Grading Phasing Plan

5.4 MAINTENANCE PLAN

Successful operation of maintenance entities and maintenance associations are important in maintaining the quality of a development. The public and private improvements constructed within BEAUMONT POINTE shall be maintained through a combination of public and private entities as described in Table 5-1, *Maintenance Responsibilities*.

A Master Property Owners Association (MPOA) shall be established for the maintenance of privately-owned common area landscape improvements, storm water and water quality management facilities, and private driveways within areas of BEAUMONT POINTE. Indication of more than one party responsible for maintenance of any facility on Table 5-1, infers that maintenance may be undertaken by one party or any combination of the listed parties, subject to a formal agreement. For areas in public ownership (such as public roadway ROWs), maintenance districts may fund the maintenance of these areas.

Table 5-1 MAINTENANCE RESPONSIBILITIES

FACILITY	MASTER PROPERTY OWNERS' ASSOCIATION	PROPERTY OWNER OR OCCUPANT	CITY OF BEAUMONT	BCVWD	OTHER MAINTENANCE ENTITY[1]
CIRCULATION & RELATED FACILITIES					
Public Roadways					
Pavement & Curbs			X		
Landscaping within public right-of-way, including medians and parkways	X				X
Sidewalks			X		
Private Driveways and Drive Aisles	X	X			
Parking Lots, including landscaping	X	X			
Traffic Signals			X		
Traffic Signs					
Within public right-of-way			X		
Outside public right-of-way	X				
Street Lights					
Within public right-of-way			X		
Outside public right-of-way	X				
LANDSCAPING, OPEN SPACE, & RELATED FACILITIES					
MSHCP Open Space (Planning Area 10)					X
Common area landscaping, including entry treatments	X				X
Entry Monumentation, Freeway Oriented Pylon Signs, and Other Signage	X	X			
Fuel Modification Area (FMA)	X				
Fuel Modification Zone (FMZ)	X				
Walls and Fences	X	X			
Wildlife Fences					X

FACILITY	MASTER PROPERTY OWNERS' ASSOCIATION	PROPERTY OWNER OR OCCUPANT	CITY OF BEAUMONT	BCVWD	OTHER MAINTENANCE ENTITY[1]
Outdoor Employee Patio Areas	X	X			
Outdoor Plazas/Gathering Areas	X	X			
UTILITY INFRASTRUCTURE					
Potable water facilities/infrastructure	X			X	
Public reclaimed water facilities/infrastructure				X	
Private reclaimed water facilities/infrastructure	X				
Sanitary sewer Main Lines facilities/infrastructure			X		
Sanitary sewer laterals	X				
Storm water drainage facilities/infrastructure	X				X
Dry utilities (electricity, natural gas, communications systems)					X

Notes:
1. Other Maintenance Entities may include City Departments, utility providers, resource agencies, flood control district, and other public/private entities.

2. Traffic signals and utility facilities/infrastructure may require maintenance easements.

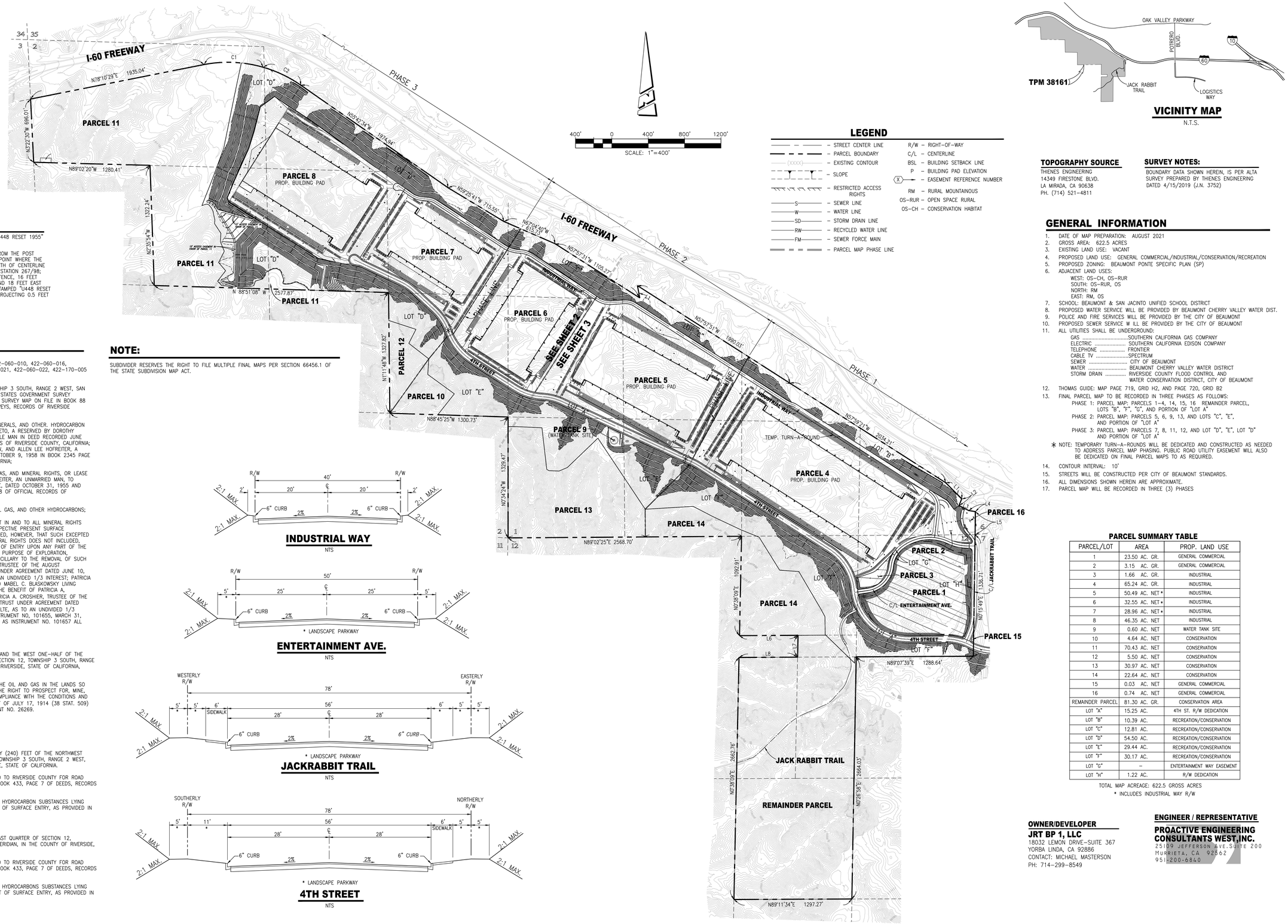
REVISIONS		
NO.	BY	DESCRIPTION

VESTING TENTATIVE PARCEL MAP NO. 38161

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BEING A SUBDIVISION OF A PORTION SECTIONS 1, 2 AND 12, T.3 S., R.2 W., S.B.M.

AUGUST 2021



CURVE DATA

C1	Δ=27°23'02"	R=1400.52'	L=669.36'
C2	Δ=18°46'42"	R=1398.19'	L=458.25'

LINE DATA

L1	N45°31'23"W	249.8'
L2	N21°27'50"E	80.31'
L3	N63°29'39"W	119.14'
L4	N80°54'14"W	76.1'
L5	N0°16'14"E	253.63'
L6	N11°14'01"W	137.38'
L7	N89°07'39"E	643.93'
L8	N89°07'39"E	644.32'

BENCHMARK:

NATIONAL GEODETIC SURVEY BENCHMARK NO. "U 448 RESET 1955"
ELEV. 2448.129' (NGVD '29) DATE: 1955

2.4 MILES WESTERLY ALONG U.S. HIGHWAY 60 FROM THE POST OFFICE AT BEAUMONT, RIVERSIDE COUNTY, AT A POINT WHERE THE HIGHWAY PASSES THROUGH A CUT, 97 FEET NORTH OF CENTERLINE OF THE HIGHWAY OPPOSITE HIGHWAY ENGINEERS STATION 267/98; 16 FEET SOUTH OF THE NORTH RIGHT-OFOWAY FENCE, 16 FEET WEST OF THE RIGHT-OF-WAY FENCE CORNER, AND 18 FEET EAST OF POWER POLE #82663E, A STANDARD DISK, STAMPED "U448 RESET 1955" AND SET IN TOP OF A CONCRETE POST PROJECTING 0.5 FEET ABOVE GROUND.

LEGAL DESCRIPTION:

PARCEL 1:
(APN: 422-060-002, 422-060-005, 422-060-009, 422-060-010, 422-060-016, 422-060-017, A PORTION OF 422-060-018, 422-060-021, 422-060-022, 422-170-005 AND 422-170-008)

ALL THOSE PORTIONS OF SECTIONS 1, 2 AND 12, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO UNITED STATES GOVERNMENT SURVEY THEREOF, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP ON FILE IN BOOK 88 PAGES 87 THROUGH 90 INCLUSIVE OF RECORDS OF SURVEYS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

EXCEPT VARIOUS INTERESTS IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCES, TOGETHER WITH APPURTENANT RIGHTS THERETO, A RESERVED BY DOROTHY HOFREITER, A WIDOW, AND ALLEN LEE HOFREITER, A SINGLE MAN IN DEED RECORDED JUNE 12, 1956 IN BOOK 1926 PAGE 194 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; AND AS RESERVED BY DOROTHY LEE HOFREITER, A WIDOW, AND ALLEN LEE HOFREITER, A MARRIED MAN, MOTHER AND SON, IN DEED RECORDED OCTOBER 9, 1958 IN BOOK 2345 PAGE 170 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM 55 PERCENT OF ALL OIL, GAS, AND MINERAL RIGHTS, OR LEASE OF SAME, AS RESERVED IN DEED FROM ALLEN LEE HOFREITER, AN UNMARRIED MAN, TO THADDEUS KALETA AND MARY KALETA, HUSBAND AND WIFE, DATED OCTOBER 31, 1955 AND RECORDED DECEMBER 14, 1955 IN BOOK 1833 PAGE 468 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM ALL OIL, MINERALS, NATURAL GAS, AND OTHER HYDROCARBONS;

ALSO EXCEPTING THEREFROM AN UNDIVIDED 1/2 INTEREST IN AND TO ALL MINERAL RIGHTS LYING AND BEING MORE THAN 500 FEET BELOW THE RESPECTIVE PRESENT SURFACE ELEVATIONS OF THE ABOVE DESCRIBED PROPERTY, PROVIDED, HOWEVER, THAT SUCH EXCEPTED OWNERSHIP OF SUCH « INTEREST IN AND TO SUCH MINERAL RIGHTS DOES NOT INCLUDED, AND SHALL NOT BE CONSTRUED TO INCLUDE, ANY RIGHT OF ENTRY UPON ANY PART OF THE SURFACE OF THE HEREIN DESCRIBED PROPERTY FOR THE PURPOSE OF EXPLORATION, DEVELOPMENT, DRILLING, STORAGE, OR OTHER ACTIVITY ANCILLARY TO THE REMOVAL OF SUCH MINERAL RIGHT, AS RESERVED BY PATRICIA A CROSHIER, TRUSTEE OF THE AUGUST BLASKOWSKY AND MABEL C. BLASKOWSKY LIVING TRUST UNDER AGREEMENT DATED JUNE 10, 1980, FOR THE BENEFIT OF DOLORES J. WELCH, AS TO AN UNDIVIDED 1/3 INTEREST; PATRICIA A. CROSHIER, TRUSTEE OF THE AUGUST BLASKOWSKY AND MABEL C. BLASKOWSKY LIVING TRUST UNDER AGREEMENT DATED JUNE 10, 1980, FOR THE BENEFIT OF PATRICIA A. CROSHIER, AS TO AN UNDIVIDED 1/3 INTEREST; AND PATRICIA A. CROSHIER, TRUSTEE OF THE AUGUST BLASKOWSKY AND MABEL C BLASKOWSKY LIVING TRUST UNDER AGREEMENT DATED JUNE 10, 1980, FOR THE BENEFIT OF EILEEN R. OVERNOLTE, AS TO AN UNDIVIDED 1/3 INTEREST BY DEEDS RECORDED MARCH 31, 1989 AS INSTRUMENT NO, 101655, MARCH 31, 1989 AS INSTRUMENT NO. 101656 AND MARCH 31, 1989 AS INSTRUMENT NO. 101657 ALL OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 2:
(APN 422-170-009 AND 422-170-010)

THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND THE WEST ONE-HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING AND RESERVING TO THE UNITED STATES ALL THE OIL AND GAS IN THE LANDS SO PATENTED AND TO IT, OR PERSONS AUTHORIZED BY IT, THE RIGHT TO PROSPECT FOR, MINE, AND REMOVE SUCH DEPOSITS FROM THE SAME UPON COMPLIANCE WITH THE CONDITIONS AND SUBJECT TO THE PROVISIONS AND LIMITATION OF THE ACT OF JULY 17, 1914 (38 STAT. 509) AS RESERVED RECORDED MARCH 15, 1963 AS INSTRUMENT NO. 26269.

PARCEL 3:
(APN 422-170-007 AND 422-170-011)

PARCEL 3A:

THE EAST ONE HALF OF THE SOUTH TWO HUNDRED FORTY (240) FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER IN SECTION 12, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO RIVERSIDE COUNTY FOR ROAD PURPOSES, BY DEED RECORDED OCTOBER 29, 1915 IN BOOK 433, PAGE 7 OF DEEDS, RECORDS OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN PATENT.

PARCEL 3B:

THE EAST OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO RIVERSIDE COUNTY FOR ROAD PURPOSES, BY DEED RECORDED OCTOBER 29, 1915 IN BOOK 433, PAGE 7 OF DEEDS, RECORDS OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBONS SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND, BUT WITH THE RIGHT OF SURFACE ENTRY, AS PROVIDED IN PATENT.

NOTE:

SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PER SECTION 66456.1 OF THE STATE SUBDIVISION MAP ACT.

INDUSTRIAL WAY
NTS

ENTERTAINMENT AVE.
NTS

JACKRABBIT TRAIL
NTS

4TH STREET
NTS

VICINITY MAP
N.T.S.

LEGEND

– – –	STREET CENTER LINE
— — —	PARCEL BOUNDARY
XXXX	EXISTING CONTOUR
	SLOPE
	RESTRICTED ACCESS RIGHTS
S	SEWER LINE
W	WATER LINE
SD	STORM DRAIN LINE
RW	RECYCLED WATER LINE
FM	SEWER FORCE MAIN
	PARCEL MAP PHASE LINE
R/W	RIGHT-OF-WAY
C/L	CENTERLINE
BSL	BUILDING SETBACK LINE
P	BUILDING PAD ELEVATION
X	EASEMENT REFERENCE NUMBER
RM	RURAL MOUNTAINOUS
OS-RUR	OPEN SPACE RURAL
OS-CH	CONSERVATION HABITAT

TOPOGRAPHY SOURCE

THIENES ENGINEERING
14349 FIRESTONE BLVD.
LA MIRADA, CA 90638
PH. (714) 521-4811

SURVEY NOTES:

BOUNDARY DATA SHOWN HEREIN, IS PER ALTA SURVEY PREPARED BY THIENES ENGINEERING DATED 4/15/2019 (J.N. 3752)

GENERAL INFORMATION

1. DATE OF MAP PREPARATION: AUGUST 2021
2. GROSS AREA: 622.5 ACRES
3. EXISTING LAND USE: VACANT
4. PROPOSED LAND USE: GENERAL COMMERCIAL/INDUSTRIAL/CONSERVATION/RECREATION
5. PROPOSED ZONING: BEAUMONT PONTE SPECIFIC PLAN (SP)
6. ADJACENT LAND USES:
   WEST: OS-CH, OS-RUR
   SOUTH: OS-RUR, OS
   NORTH: RM
   EAST: RM, OS
7. SCHOOL: BEAUMONT & SAN JACINTO UNIFIED SCHOOL DISTRICT
8. PROPOSED WATER SERVICE WILL BE PROVIDED BY BEAUMONT CHERRY VALLEY WATER DIST.
9. POLICE AND FIRE SERVICES WILL BE PROVIDED BY THE CITY OF BEAUMONT
10. PROPOSED SEWER SERVICE W ILL BE PROVIDED BY THE CITY OF BEAUMONT
11. ALL UTILITIES SHALL BE UNDERGROUND:
    GAS ..... SOUTHERN CALIFORNIA GAS COMPANY
    ELECTRIC ..... SOUTHERN CALIFORNIA EDISON COMPANY
    TELEPHONE ..... FRONTIER
    CABLE TV ..... SPECTRUM
    SEWER ..... CITY OF BEAUMONT
    WATER ..... BEAUMONT CHERRY VALLEY WATER DISTRICT
    STORM DRAIN ..... RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, CITY OF BEAUMONT
12. THOMAS GUIDE: MAP PAGE 719, GRID H2, AND PAGE 720, GRID B2
13. FINAL PARCEL MAP TO BE RECORDED IN THREE PHASES AS FOLLOWS:
    PHASE 1: PARCEL MAP: PARCELS 1-4, 14, 15, 16 REMAINDER PARCEL, LOTS "B", "F", "G", AND PORTION OF "LOT A"
    PHASE 2: PARCEL MAP: PARCELS 5, 6, 9, 13, AND LOTS "C", "E", AND PORTION OF "LOT A"
    PHASE 3: PARCEL MAP: PARCELS 7, 8, 11, 12, AND LOT "D", "E", LOT "D" AND PORTION OF "LOT A"
    * NOTE: TEMPORARY TURN-A-ROUNDS WILL BE DEDICATED AND CONSTRUCTED AS NEEDED TO ADDRESS PARCEL MAP PHASING. PUBLIC ROAD UTILITY EASEMENT WILL ALSO BE DEDICATED ON FINAL PARCEL MAPS TO AS REQUIRED.
14. CONTOUR INTERVAL: 10'
15. STREETS WILL BE CONSTRUCTED PER CITY OF BEAUMONT STANDARDS.
16. ALL DIMENSIONS SHOWN HEREIN ARE APPROXIMATE.
17. PARCEL MAP WILL BE RECORDED IN THREE (3) PHASES

PARCEL SUMMARY TABLE

PARCEL/LOT	AREA	PROP. LAND USE
1	23.50 AC. GR.	GENERAL COMMERCIAL
2	3.15 AC. GR.	GENERAL COMMERCIAL
3	1.66 AC. GR.	INDUSTRIAL
4	65.24 AC. GR.	INDUSTRIAL
5	50.49 AC. NET *	INDUSTRIAL
6	32.55 AC. NET *	INDUSTRIAL
7	28.96 AC. NET *	INDUSTRIAL
8	46.35 AC. NET	INDUSTRIAL
9	0.60 AC. NET	WATER TANK SITE
10	4.64 AC. NET	CONSERVATION
11	70.43 AC. NET	CONSERVATION
12	5.50 AC. NET	CONSERVATION
13	30.97 AC. NET	CONSERVATION
14	22.64 AC. NET	CONSERVATION
15	0.03 AC. NET	GENERAL COMMERCIAL
16	0.74 AC. NET	GENERAL COMMERCIAL
REMAINDER PARCEL	81.30 AC. GR.	CONSERVATION AREA
LOT "A"	15.25 AC.	4TH ST. R/W DEDICATION
LOT "B"	10.39 AC.	RECREATION/CONSERVATION
LOT "C"	12.81 AC.	RECREATION/CONSERVATION
LOT "D"	54.50 AC.	RECREATION/CONSERVATION
LOT "E"	29.44 AC.	RECREATION/CONSERVATION
LOT "F"	30.17 AC.	RECREATION/CONSERVATION
LOT "G"	–	ENTERTAINMENT WAY EASEMENT
LOT "H"	1.22 AC.	R/W DEDICATION

TOTAL MAP ACREAGE: 622.5 GROSS ACRES
* INCLUDES INDUSTRIAL WAY R/W

OWNER/DEVELOPER
JRT BP 1, LLC
18032 LEMON DRIVE-SUITE 367
YORBA LINDA, CA 92886
CONTACT: MICHAEL MASTERSON
PH: 714-299-8549

ENGINEER / REPRESENTATIVE
PROACTIVE ENGINEERING CONSULTANTS WEST,INC.
25109 JEFFERSON AVE.SUITE 200
MURRIETA, CA 92562
951-200-6840

PAGE 1 OF 3 PAGES

VESTING TENTATIVE PARCEL MAP NO. 38161

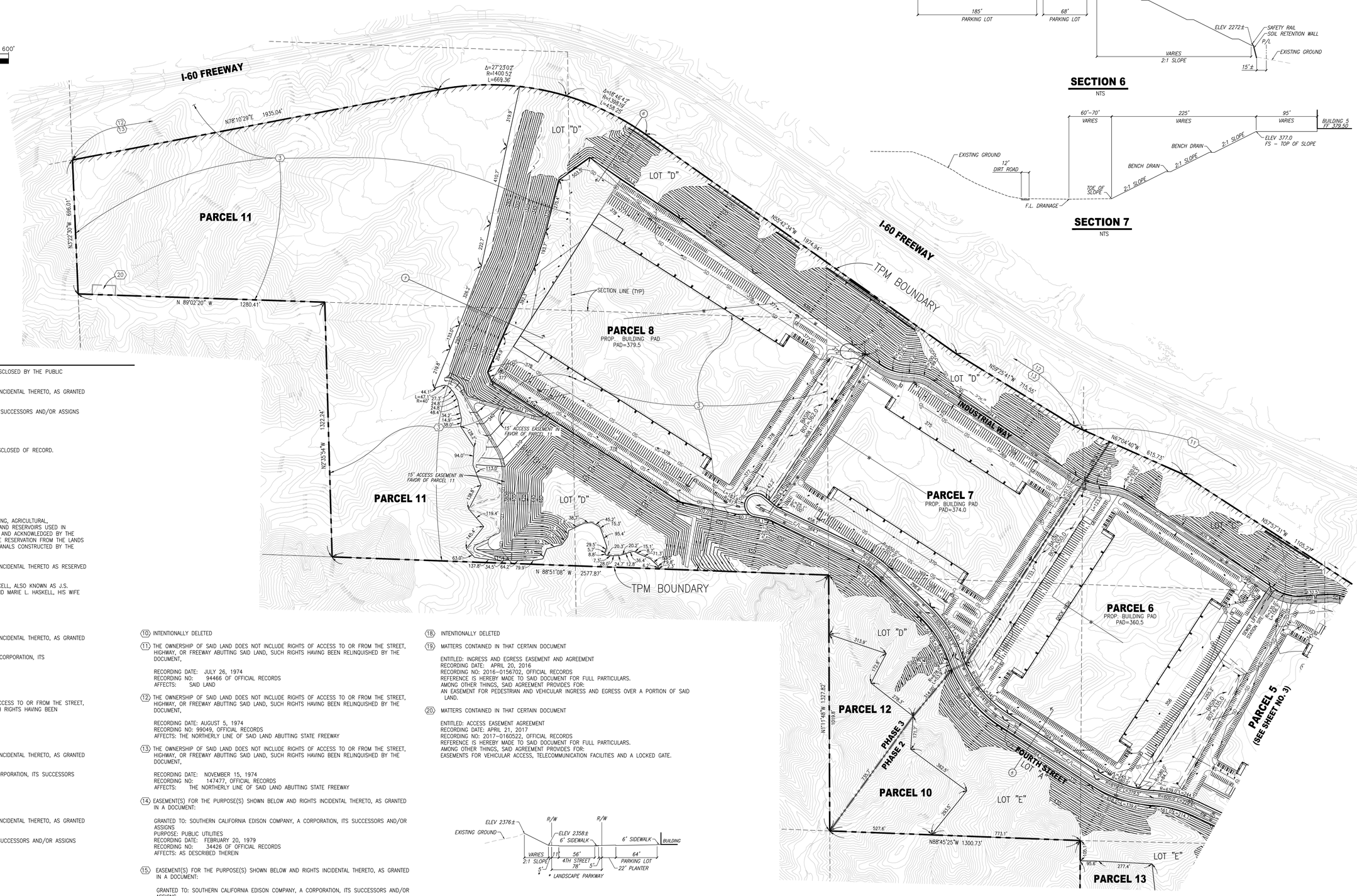
IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

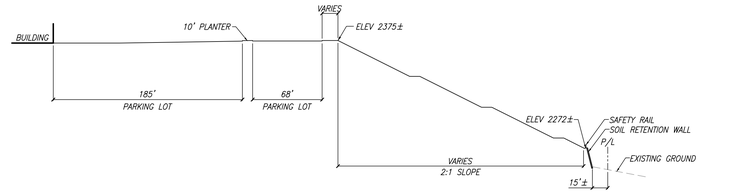
BEING A SUBDIVISION OF A PORTION SECTIONS 1, 2 AND 12, T.3 S., R.2 W., S.B.M.

AUGUST 2021

200' 0 200' 400' 600'

SCALE: 1"=200'





SECTION 6

NTS

SECTION 7

NTS

SECTION 5

NTS

EXISTING EASEMENT NOTES

(1) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

(2) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PACIFIC TELEPHONE AND TELEGRAPH COMPANY, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: POLE LINES
RECORDING DATE: DECEMBER 30, 1910
RECORDING NO: IN BOOK 326, PAGE 4, DEEDS
AFFECTS: SAID LAND

THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.

(3) RESERVATIONS CONTAINED IN THE PATENT

FROM: THE UNITED STATES OF AMERICA
TO: CHARLES E. BROCKMAN
RECORDING DATE: FEBRUARY 24, 1920
RECORDING NO: IN BOOK 8, PAGE 69, PATENTS

WHICH AMONG OTHER THINGS RECITES AS FOLLOWS:

SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING, OR OTHER PURPOSES AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS, AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF THE COURTS, AND THE RESERVATION FROM THE LANDS HEREBY GRANTED, A RIGHT OF WAY THEREON FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES.

(4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

RESERVED BY: GERTRUDE I. SINGLETON, A WIDOW, JAMES S. HASKELL, ALSO KNOWN AS J.S. HASKELL AND ANNA E. HASKELL, HIS WIFE, LEWIS W. HASKELL AND MARIE L. HASKELL, HIS WIFE AND HAYDEN KELSEY HASKELL AND DOROTHY HASKELL
PURPOSE: INGRESS AND EGRESS SAN TIMOTEO WASH
RECORDING DATE: JUNE 16, 1937
RECORDING NO: BOOK 325, PAGE 452 OF OFFICIAL RECORDS
AFFECTS: LOTS 1 AND 2 OF SECTION 2

(5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, LTD., A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: POLE LINES
RECORDING DATE: MAY 28, 1949
RECORDING NO: IN BOOK 1080, PAGE 231, OFFICIAL RECORDS
AFFECTS: AS DESCRIBED THEREIN

(6) THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT,

RECORDING DATE: DECEMBER 24, 1957
RECORDING NO: IN BOOK 2197, PAGE 227, OFFICIAL RECORDS
AFFECTS: SAID LAND ABUTTING STATE HIGHWAY

(7) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 18, 1959
RECORDING NO: 42712, OFFICIAL RECORDS
AFFECTS: AS DESCRIBED THEREIN

(8) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: INGRESS AND PUBLIC UTILITIES
RECORDING DATE: JULY 29, 1960
RECORDING NO: 67256, OFFICIAL RECORDS
AFFECTS: AS DESCRIBED THEREIN

(9) RESERVATIONS CONTAINED IN THE PATENT

FROM: THE UNITED STATES OF AMERICA
RECORDING DATE: MARCH 15, 1963
RECORDING NO: 26269 OF OFFICIAL RECORDS

WHICH AMONG OTHER THINGS RECITES AS FOLLOWS:

SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING, OR OTHER PURPOSES AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS, AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF THE COURTS, AND THE RESERVATION FROM THE LANDS HEREBY GRANTED, A RIGHT OF WAY THEREON FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES.

(10) INTENTIONALLY DELETED

(11) THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT,

RECORDING DATE: JULY 26, 1974
RECORDING NO: 94466 OF OFFICIAL RECORDS
AFFECTS: SAID LAND

(12) THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT,

RECORDING DATE: AUGUST 5, 1974
RECORDING NO: 99049, OFFICIAL RECORDS
AFFECTS: THE NORTHERLY LINE OF SAID LAND ABUTTING STATE FREEWAY

(13) THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT,

RECORDING DATE: NOVEMBER 15, 1974
RECORDING NO: 147477, OFFICIAL RECORDS
AFFECTS: THE NORTHERLY LINE OF SAID LAND ABUTTING STATE FREEWAY

(14) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: FEBRUARY 20, 1979
RECORDING NO: 34426 OF OFFICIAL RECORDS
AFFECTS: AS DESCRIBED THEREIN

(15) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: FEBRUARY 28, 1979
RECORDING NO: 40584 OF OFFICIAL RECORDS
AFFECTS: AS DESCRIBED THEREIN

(16) INTENTIONALLY DELETED

(17) THE EFFECT OF A DOCUMENT ENTITLED "RESOLUTION NO. 92-235 TERMINATION OF MAINTENANCE OF JACK RABBIT TRAIL, "RECORDED AUGUST 3, 1992 AS INSTRUMENT NO. 286237 OF OFFICIAL RECORDS.

(18) INTENTIONALLY DELETED

(19) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: INGRESS AND EGRESS EASEMENT AND AGREEMENT
RECORDING DATE: APRIL 20, 2016
RECORDING NO: 2016-0156702, OFFICIAL RECORDS
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
AMONG OTHER THINGS, SAID AGREEMENT PROVIDES FOR:
AN EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS OVER A PORTION OF SAID LAND.

(20) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

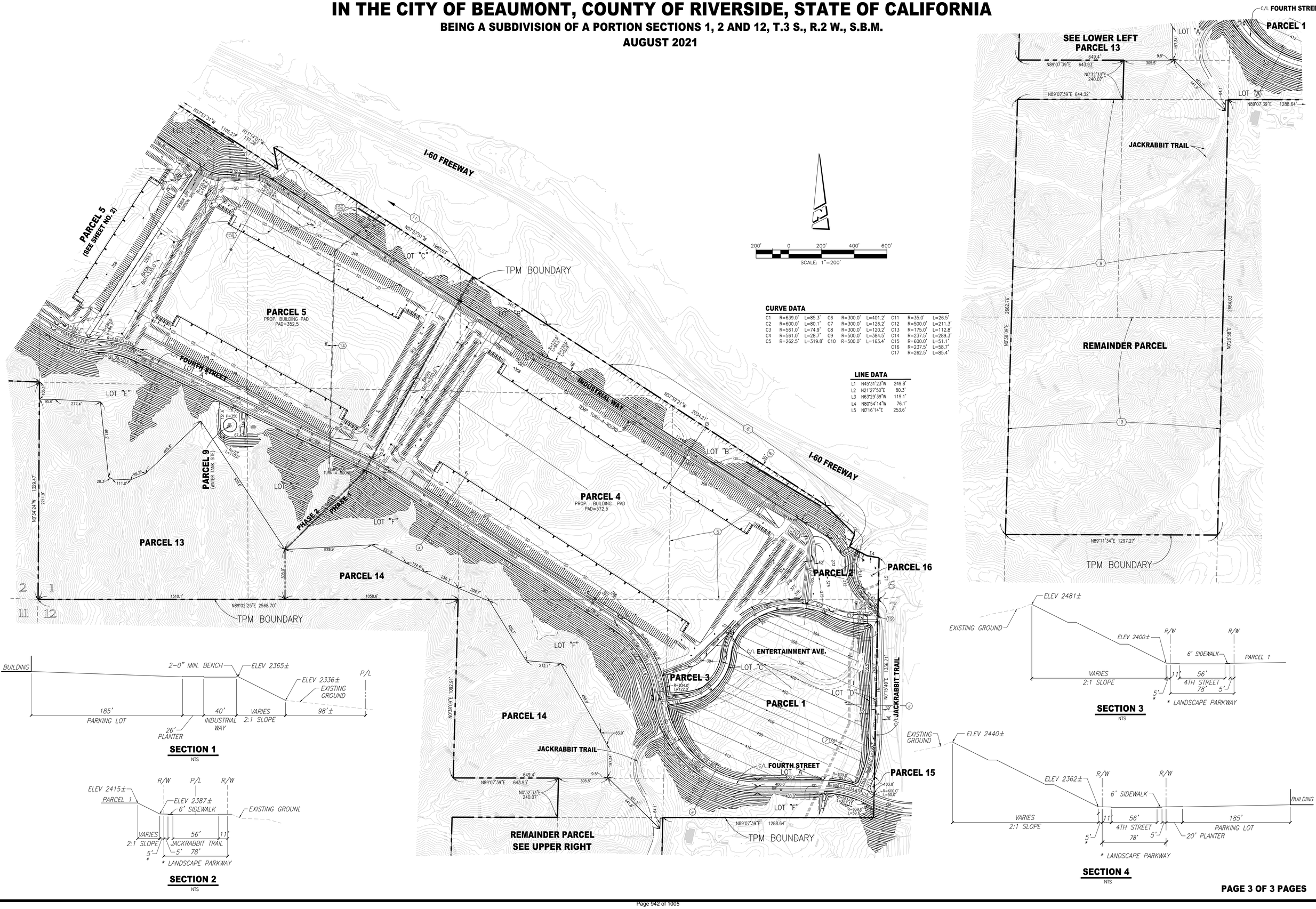
ENTITLED: ACCESS EASEMENT AGREEMENT
RECORDING DATE: APRIL 21, 2017
RECORDING NO: 2017-0160522, OFFICIAL RECORDS
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
AMONG OTHER THINGS, SAID AGREEMENT PROVIDES FOR:
EASEMENTS FOR VEHICULAR ACCESS, TELECOMMUNICATION FACILITIES AND A LOCKED GATE.

VESTING TENTATIVE PARCEL MAP NO. 38161

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BEING A SUBDIVISION OF A PORTION SECTIONS 1, 2 AND 12, T.3 S., R.2 W., S.B.M.

AUGUST 2021



CURVE DATA

C1	R=639.0'	L=85.3'	C6	R=300.0'	L=401.2'	C11	R=35.0'	L=26.5'
C2	R=600.0'	L=80.1'	C7	R=300.0'	L=126.2'	C12	R=500.0'	L=211.3'
C3	R=561.0'	L=74.9'	C8	R=300.0'	L=120.2'	C13	R=175.0'	L=112.8'
C4	R=561.0'	L=28.7'	C9	R=500.0'	L=384.5'	C14	R=237.5'	L=289.3'
C5	R=262.5'	L=319.8'	C10	R=500.0'	L=163.4'	C15	R=600.0'	L=51.1'
						C16	R=237.5'	L=58.7'
						C17	R=262.5'	L=85.4'

LINE DATA

L1	N45°31'23"W	249.8'
L2	N21°27'50"E	80.3'
L3	N63°29'39"W	119.1'
L4	N80°54'14"W	76.1'
L5	N0°16'14"E	253.6'

SECTION 1
NTS

SECTION 2
NTS

SECTION 3
NTS

SECTION 4
NTS

CITY OF BEAUMONT
PLANNING DEPARTMENT
DRAFT CONDITIONS OF APPROVAL

PLANNING COMMISSION DATE: November 29, 2023
CITY COUNCIL DATE: To be determined

PROJECT NAME: Beaumont Pointe
PROJECT NO.: PM2022-0021 (TPM38161) in conjunction with
DESCRIPTION: To subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30-acre remainder parcel.
APPLICANT: JRT BP 1, LLC
LOCATION: Located on the south side of the 60 Freeway, west of Jack Rabbit Trail and north of the proposed extension of Fourth Street.
APN: APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011

PROJECT

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

1. The following conditions of approval are for VESTING TENTATIVE PARCEL MAP NO. 38161 (PM2022-00129).

2. The subdivider shall defend, indemnify, and hold harmless the City of Beaumont, its agents, officers, and employees from any claim, action, or proceeding against the City of Beaumont, its agents, officers, or employees to attack, set aside, void, or annul an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning **VESTING TENTATIVE PARCEL MAP NO. 38161** and related documents, which action is brought within the time period provided for in California Government Code, Section 66499.37. The City of Beaumont will promptly notify the subdivider of any such claim, action, or proceeding against the City of Beaumont and will cooperate fully in the defense. If the City fails to promptly notify the subdivider of any such claim, action, or proceeding or fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.

3. The subdivision shall comply with the State of California Subdivision Map Act and to all the pertinent requirements of The Beaumont Municipal Code, unless modified by the conditions listed below.

4. This conditionally approved tentative map will expire 10 years after the original approval date, per Section 1.3.1 of the Development Agreement by and between the City of Beaumont and Beaumont Pointe Partners LLC. Action on a minor change and/or revised map request will not extend the time limits of the tentative map. Approval of the final map by the City Council is required.

5. The final map shall be prepared by a licensed land surveyor or registered civil engineer subject to all the requirements of the State of California Subdivision Map Act and The Beaumont Municipal Code.

6. If deemed necessary by the Community Development Director, within ten (10) days of approval by the City Council ten (10) copies of an Amended Per Final Conditions map shall be submitted to and approved by the Community Development Director prior to release of the final conditions of approval.

7. Any subsequent review/approvals required by the conditions of approval, including but not limited to grading, landscaping, plot plan and/or building plan review, shall be reviewed on an hourly basis based on, or such fee as may be in effect at the time of submittal, listed in Ordinance No. 506.

8. The subdivider shall be fully responsible for maintenance and upkeep of any and all slopes, landscaped areas, open space areas, future development areas and irrigation systems until such time as maintenance responsibilities are assumed by other as approved by the Planning Department.

9. An Environmental Impact Report EIR was prepared for the Summit Station Specific Plan, and a series of mitigation measures were adopted by the City Council to mitigate the potential impacts of the project. All of the mitigation measures set forth in the subject environmental document are herewith established as conditions of approval for Vesting Parcel No. 38161.

10. Execution of the project will necessitate the conducting of mitigation monitoring by the City to ensure that all the mitigation measures set forth in the Environmental Impact Report and Addendum are systematically implemented. The subdivider shall fund the mitigation monitoring requirements by paying an amount equal to the City's actual contracting cost for such services, plus a 20 percent administrative charge.

11. The approval of this map shall not result in any vesting provisions relative to City of Beaumont fees and exactions.

RECORDATION CONDITIONS

Prior to the RECORDATION of any final map, all the following conditions shall be satisfied:

12. The subdivider shall submit written clearances to the Public Works Department that all pertinent requirements from the following agencies have been met:

    City Fire Department
    City Police Department
    City Planning Department
    Beaumont Cherry Valley Water District
    Beaumont Unified School District

13. All public street road easements shall be offered for dedication to the public and shall continue in force until the governing body accepts or abandons such offers. All dedications shall be free from all encumbrances as approved by the Public Works Department. Street names shall be subject to the approval of the Building Official. The final street sections, configurations and improvements shall be subject to the approval of the Public Works Department.

14. All delinquent property taxes, special taxes and/or any other assessments shall be paid to the Riverside County Tax Collectors Office.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

PRIOR TO MAP RECORDATION

15. Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High, and Moderate Fire Hazard Severity Zones shall provide a PRELIMINARY Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Contact our office for submittal instructions. *FINAL plan shall be provided and approved prior to grading clearances.

16. Water System - The applicant or developer shall furnish one copy of the public water system improvement plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

17. Fire Access Road Improvements - The land divider shall submit road/street development plans to the City of Beaumont and the Fire Department, identifying the improvements of the project access elements on-site and off-site (Right of Way, Public/Private Streets, Highways, Ways, Easements, etc.). Improvements shall meet minimum City and Fire Department Standards. The improvements shall be completed prior to map recordation, otherwise adequate securities shall be established with the City in accordance with City of Beaumont Requirements.

18. Alternate or Secondary Access - The required secondary access EVA shall be completed prior to map recordation, otherwise adequate securities shall be established with the City in accordance with City of Beaumont Requirements.

PUBLIC WORKS

GENERAL

19. The following is a non-inclusive list of items that may be required by the Public Works Department:
    a. Plans:
        i. Street Improvement Plan
        ii. Landscape Plan offsite
        iii. Rough Grading Plan
        iv. Erosion Control Plan
        v. Retaining wall Plan (for line and grade only)
        vi. Sewer Improvement Plan
        vii. Storm Drain Improvement Plan
        viii. Traffic Control Plan
    b. Reports & Studies:
        i. Geotechnical Report
        ii. Stormwater Pollution Prevention Plan (SWPPP)
        iii. Final Water Quality Management Plan (F-WQMP)
        iv. Offsite Improvement Engineer's Cost Estimate (ECE)
        v. Grading & Pad Certification
        vi. Compaction Report
    c. Permits and agreements:
        i. Permission to Grade and Construction agreements
        ii. Non-interference letters
        iii. WQMP Covenant and Agreement
        iv. City Grading Permit
        v. City Encroachment Permit
        vi. Performance Bond
        vii. Labor & Material Bond
        viii. Maintenance Bond
    d. Survey Documents
        i. Right-of-Way Dedications
        ii. Right-of-Way Vacation

iii. Parcel Map
iv. Easement Dedications
v. Possible Corner Record
vi. Possible Record of Survey

e. Fees: Prior to obtaining a building permit the applicant shall pay all applicable development fees as indicated on the fee schedule, current at the time of permit, available from the City, including, but not limited to the following:
   i. Fire Protection Impact
   ii. Police Facilities Impact
   iii. Public Facility
   iv. Streets and Bridges Impact
   v. Traffic Signal Impact
   vi. Railroad X'ing Impact
   vii. General Plan
   viii. Emergency Preparedness
   ix. Recycled Water Facility
   x. Sewer Application
   xi. Sewer Disposal Facility Fee (Connection)
   xii. Sewer Service Areas Fee
   xiii. MSHCP
   xiv. TUMF

20. The design of public infrastructure elements shall conform to the requirements of the City General Plan, Water Quality Management Plan, Master Plans, City of Beaumont Standards, Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification, Riverside County Flood Control Standards, RCTD Map Preparation Manual, Eastern Municipal Water District (EMWD), Caltrans Standard Specifications and the Standard Specifications for Public Works Construction, current edition, as required by the City Engineer.

21. The design of private site improvements and grading work outside of road right of way shall conform to the latest edition of California Building Code, the City of Beaumont standards and practices, Approved Water Quality Management Plan, approved hydrology report, approved traffic impact analysis, and geotechnical recommendations.

22. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.

23. The Applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.

24. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.

25. The Applicant shall obtain an Encroachment Permit, as required, for all work within the public right-of-way.

SURVEYING AND Mapping

26. PRIOR TO START OF CONSTRUCTION: Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).

27. PRIOR TO MAP RECORDATION: When changes to an approved Tentative Map are proposed, a Substantial Compliance Exhibit, in the same scale as the Tentative Map, shall be submitted for review and approval by the City Engineer.

28. PRIOR TO MAP RECORDATION: All public improvement plans associated with the Map and necessary for the complete construction of backbone facilities shall be approved.

29. PRIOR TO MAP RECORDATION: The applicant shall prepare and fully execute a Subdivision Improvement Agreement (SIA) with the City (On City approved format and forms) for all public improvements.

30. PRIOR TO MAP RECORDATION: The applicant shall provide securities guaranteeing the payment of the cost for all public improvements. The securities shall include Faithful Performance and labor and materials for 100% of the approved Engineer's Cost Estimate (ECE). Streets (including striping, signing, lights, and landscaping), sewer, and storm drain improvements shall have individual and separate security.

31. PRIOR TO MAP RECORDATION: Monuments shall be provided in accordance with Section 8771 of the Business and Professions Code. Cross-ties shall be set in top of curbs and tie sheets shall be submitted to the Public Works Department. Per the Subdivision Map Act, Section 66496, internal monuments may be set at a later date if the applicant furnishes security guaranteeing the payment of the cost of setting such monuments.

32. PRIOR TO MAP RECORDATION: The Applicant shall comply with Government Code Section 66436(a)(3) before approval of the final map and shall provide "no objection" letters from all public entities or utilities to the satisfaction of the City Engineer.

33. PRIOR TO MAP RECORDATION: The applicant shall provide an easement to, over and across all private water quality, stormwater and drainage basins, to be dedicated to the City, for ingress, egress and right to inspect unless otherwise directed by the City Engineer. The City will not maintain any water quality or basin feature.

34. PRIOR TO FINAL MAP RECORDATION: The applicant shall, with respect to the half-width of Jack Rabbit Trail located on Parcel "A" of Parcel Map No. 36426, either (1) cause the removal of the open space restriction on said Parcel "A" pursuant to instrument approved by the City Planning Director with the advice of the City Attorney or (2) if applicant has made a good faith attempt to cause the removal of the open space restriction and is not able to do so, the applicant shall provide a redesign of Jack Rabbit Trail entirely within subdivider's property subject to the satisfaction of the City Engineer.

35. PRIOR TO FINAL MAP RECORDATION: The applicant shall show all right-of-way dedications necessary for the construction of all streets, on the Final Map or per separate instrument, unless otherwise approved by the City Engineer, including but not limited to:
    a. 4th Street is proposed as a Modified Secondary (78'). The applicant shall dedicate all additional right-of-way necessary to achieve the required 78-feet full-width right-of-way in the approximate alignment and configuration as shown on approved tentative map. The applicant shall also dedicate any additional right-of-way to accommodate the proposed cul-de-sacs (both temporary/phased and ultimate).
    b. The applicant shall acquire and obtain by separate instrument all necessary off-site permanent slope and embankment easements for the benefit of the City in a form and content required by the City Attorney from the owners of the properties identified by APN 422-170-012 (the Hoy Ranch) and APN 424-010-011 (Pacel 1 of Parcel Map 36426) as may be necessary to construct the extension of 4th Street as shown on approved tentative map.
    c. Jack Rabbit Trail is proposed as a restricted / emergency access roadway (25') extending from Entertainment Avenue to State Route 60. The applicant shall dedicate all additional right-of-way necessary to achieve the required 25-feet full-width right-of-way in the approximate alignment and configuration as shown on approved tentative map.
    d. Jack Rabbit Trail from Entertainment Avenue to 4th Street is proposed as a Modified Industrial Collector (78'). The applicant shall dedicate all additional right-of-way necessary to achieve the required 78-feet full-width right-of-way in the approximate alignment and configuration as shown on approved tentative map.
    e. Jack Rabbit Trail is proposed as an unimproved public roadway (20') extending south from 4th Street across Lot F. The applicant shall dedicate all additional right-of-way necessary to achieve the required 20-feet full-width right-of-way in the approximate alignment and configuration consistent with the existing physical location of Jack Rabbit Trail as shown on approved

tentative map. The dedication shall be offered as an irrevocable offer of dedication on the Final Map with the offer not being accepted by the City.

f. Entertainment Way is proposed as a Private Road (50'). The applicant shall reserve reciprocal access easements providing access to and for the benefit of the property owners within the approved tentative map and dedicate all additional easements across the private roadway (emergency access, public utility purposes) necessary to achieve the required 50-feet full-width private roadway in the approximate alignment and configuration as shown on approved tentative map. The applicant shall also dedicate any additional right-of-way to accommodate the proposed cul-de-sacs.
g. Industrial Way is proposed as a Private Road (40'). The applicant shall reserve reciprocal access easements providing access to and for the benefit of the property owners within the approved tentative map and dedicate all additional easements across the private roadway (emergency access, public utility purposes) necessary to achieve the required 40-feet full-width private roadway in the approximate alignment and configuration as shown on approved tentative map. The applicant shall also dedicate any additional right-of-way to accommodate the proposed cul-de-sacs.
h. Hoy Ranch Private Access is proposed as a Private Road (20') extend south from 4th Street across Lot F. The applicant shall dedicate a private access easement to the owners of the property generally identified as Hoy Ranch located on that real property identified by APN 422-170-012 in an alignment acceptable to the owners thereof, in a format acceptable to the City Attorney and approved by the owners of Hoy Ranch. The private access easement shall be recorded prior to approval of a Final Map and referenced and retained on record on the Final Map.
i. The applicant shall dedicate on the final map, all easements necessary for the installation of the backbone utilities as generally shown on the approve tentative map.

36. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project, including public improvements; off-site grading & construction; offsite street requirements; offsite sewer requirements; storm drain improvements; or any other requirement or condition.

<u>STREET IMPROVEMENTS</u>

37. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall provide evidence to the City that all traffic mitigation requirements, outside the jurisdiction of Beaumont, are mitigated as specified in the approved Traffic Impact Analysis for this project.

38. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of 4th Street and Jack Rabbit Trail, the applicant shall install traffic signals and construct all other necessary improvements to safely and adequately signalize the intersection.

39. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): Remove the existing westerly terminus and cul-de-sac of 4th Street and construct an extension of 4th Street westerly to Jack Rabbit Trail as a Modified Secondary (78') full-width public roadway.

40. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Potrero Blvd. and 4th Street, obtain Riverside County approvals and complete the following improvements:
    a. Add second eastbound left turn lane.
    b. Modify the existing traffic signal to implement overlap phasing for southbound right turn lane.

41. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Desert Lawn Drive and Oak Valley Parkway, the applicant shall install traffic signals and construct all other necessary improvements to safely and adequately signalize the intersection. The applicant's fair share responsibility for this improvement is 9.6% (or as shown in the approved TIA). Completion of this improvement may be subject to a Credit Agreement of the Traffic Signal Impact Fee related to the 90.4% of the verified cost subject to review and approval by the City Council. Completion of this improvement may also be subject to a Reimbursement Agreement, if applicable, with the Western Riverside Council of Governments (WRCOG) for any eligible Transportation Uniform Mitigation Fees (TUMF) in accordance with WRCOG rules and regulations.

42. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of California Avenue and 5th Street the applicant shall deposit with the City a fair share contribution for 7.5% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
    a. Install a traffic signal and all other improvements necessary for the safe and efficient operation of a traffic signal.

43. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements along 4th Street extending from the existing westerly terminus cul-de-sac located easterly of the project site. Extension of 4th Street shall be phased in accordance with the approved phasing plan for the project,

inclusive of a temporary cul-de-sac at the westerly terminus of each phased extension of 4th Street. The improvements shall generally conform to RCTD std. 94 modified as follows:

a. 6" Curb and Gutter, 28-feet along both sides of proposed centerline;
b. 6' curb adjacent sidewalk (north side only);
c. Street structural sections shall be designed with a Traffic Index per soil engineer's recommendations (9.5 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 6" AC/12" AB;
d. Cul-de-sac shall conform to RCTD std. 800 or 800A.
e. All sawcuts and joining of existing ac paving shall be per the City's pavement restoration detail.

44. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements for the realignment of Jack Rabbit Trail extending approximately from and not within the southerly right-of-way of State Route 60 to Entertainment Way. The Applicant shall install emergency access gates restricted public access to and from State Route 60 in a manner acceptable to the City Engineer. The improvements shall generally conform to RCTD std. 138 modified as follows:
    a. 6" Curb and Gutter, 12.5-feet along both sides of proposed centerline;
    b. Street structural sections shall be designed with a Traffic Index per soil engineer's recommendations (5.5 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 6" AC/12" AB;
    c. All sawcuts and joining of existing ac paving shall be per the City's pavement restoration detail.

45. PRIOR TO ISSUANCE OF FIRST GRADING PERMIT: The Applicant shall install emergency access gates restricting public access to and from State Route 60 in a manner acceptable to the City Engineer. The location of the emergency access gates shall be located outside of State Route 60 right of way. The Applicant shall submit an encroachment permit to Caltrans for and complete the installation of offsite signage along State Route 60 to adequately provide constructive notice that Jack Rabbit Trail is no longer open for public access.

46. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements for the realignment of Jack Rabbit Trail extending from Entertainment Way to 4th Street. The improvements shall generally conform to RCTD std. 105A modified as follows:
    a. 6" Curb and Gutter, 25-feet along both sides of proposed centerline;

b. 6’ curb adjacent sidewalk (west side only);
c. Street structural sections shall be designed with a Traffic Index per soil engineer’s recommendations (9.5 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 6” AC/12” AB.

47. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements for the realignment of Jack Rabbit Trail extending from 4th Street south across Lot F. The improvements shall generally conform to RCTD std. 138 modified as follows:

48. Class 2 Aggregate Base only with no HMA for 10-feet along both sides of proposed centerline extending along existing physical location of unmaintained County roadway.

49. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements along Industrial Way from Entertainment Way to 4th Street. The improvements shall generally conform to RCTD std. 111 modified as follows:
    a. 6” Curb and Gutter, 20-feet on both sides of proposed centerline;
    b. No sidewalk;
    c. Street structural sections shall be designed with a Traffic Index per soil engineer’s recommendations (8.0 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 5” AC/10” AB.

50. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements for the realignment of the private roadway access benefitting the property generally identified as the Hoy Ranch (APN 422-170-012) extending from 4th Street south across Lot F to the existing point of access onto the Hoy Ranch in accordance with the Applicant’s letter dated November 8, 2022, on file with the City Engineer. The Applicant shall submit a detailed design of the private access roadway, and plans for temporary access to the Hoy Ranch across Applicant’s property during construction of Phase 1, for review and approval by the Hoy Ranch property owners as a condition of the City’s approval of a Grading Plan for Phase 1. The improvements shall generally conform to RCTD std. 138 modified as follows:
    a. Class 2 Aggregate Base only with no HMA for 10-feet along both sides of proposed centerline extending along existing physical location of the private

access roadway located south of 4th Street, and/or as approved by the Owners.

51. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO):The Applicant shall replace any sidewalk, curb and gutter, drive approach, AC pavement or other improvement damaged during construction as determined necessary by the City Engineer.

52. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall install public streetlights along the project frontage of perimeter streets and along interior streets, in accordance with the City of Beaumont Approved Street Lighting Specifications. The Applicant shall coordinate with Public Works before submitting street light plans. Solar lighting is not permitted.

53. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall design and install offsite landscaping and supporting irrigation system. All irrigation and landscaping associated with this project will be privately maintained. The landscape within public right-of-way shall occur on a separate plan set from the on-site landscaping.

GRADING AND DRAINAGE IMPROVEMENTS

54. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design and include adequate provisions to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase, damage, hazard, or liability to adjacent or downstream properties. The final Hydrology Report shall ensure that the developed condition stormwater flows to the 16 culvert systems at State Route 60 are less than or equal to the existing condition in conformance with Table 2 of the Preliminary Hydrology Report. The Applicant shall ensure that the incremental increase in stormwater runoff as a result of the developed condition is detained on-site within appropriately sized detention basins with volume to detain the incremental increase to avoid flooding downstream properties. The use of WQMP basins for detention basins will be allowed, provided the controlling design parameter for the size of the detention basin is the volume required to reduce the stormwater runoff volume to pre-developed amounts.

55. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall submit for review and approval a soils/geology report.

56. PRIOR TO ISSUANCE OF A GRADING PERMIT: The drainage facilities to capture and convey the 100-year storm event. The stormwater shall be treated per the requirements of the WQMP.

57. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.

58. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have been accepted by Public Works Department or construction is complete, whichever is later.

59. PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.

60. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City and to any governing Federal agency for review and approval, all necessary calculations.

61. PRIOR TO ISSUANCE OF A GRADING PERMIT: A final project-specific Water Quality Management Plan (F-WQMP) shall be submitted to the Public Works Department. The WQMP shall incorporate, but not limited to, the following: site design BMP's, applicable source control BMP's, treatment control BMP's, long term operation and maintenance requirements, and inspection and maintenance checklist. Maintenance and funding requirements shall be outlined in the WQMP for the maintenance of the development BMP's. The post construction Best Management Practices (BMPs) outlined in the approved final project-specific WQMP shall be incorporated in the improvement plans.

62. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall record a "Covenant and Agreement" with the County Recorder, or other instrument acceptable to the City, to inform future property owners of the requirement to implement the approved project-specific WQMP.

63. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design all storm drains, catch basins, and storm water structures with trash capture devices that conform with the approved trash capture list issued by the State Water Board.

64. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.

65. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the infiltration basin with the following requirements:
    a. Basin shall be constructed per the Riverside Flood Control District, LID manual and include the following:
    b. An access road that allows easy access to the bottom of the basin for maintenance;
    c. An emergency overflow weir or spillway;
    d. Drain within 72 hours or otherwise comply with relevant standards for vector control. If the 72-hour limit cannot be reached, the applicant shall implement other features to meet the requirement. This may include dry-wells, underdrain, larger surface area, etc as approved by the City Engineer;
    e. Security fencing along the perimeter of the basin w/ appropriate signage;
    f. Fire Department Rapid Entry System;
    g. Access from public right-of-way.

66. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.

STORM DRAIN IMPROVEMENTS

67. PRIOR TO APPROVAL OF STORM DRAIN IMPROVEMENT PLANS: All storm drain systems extending along and within public streets shall be design and constructed to City standards for acceptance and maintenance by the City. No privately owned and maintained storm drain systems will be allowed within public streets.

68. PRIOR TO APPROVAL OF STORM DRAIN IMPROVEMENT PLANS: For storm drain systems accepting and conveying off-site stormwater runoff through public streets, the off-site drainage flows shall be accepted and conveyed into an adequately sized underground storm drain system as required by the City Engineer, and not accepted and conveyed by surface flow within the public street.

69. PRIOR TO APPROVAL OF STORM DRAIN IMPROVEMENT PLANS: For storm drain systems that will accept and convey stormwater runoff from public streets into and through private property, a storm drain manhole shall be installed at each point where the publicly maintained storm drain system transitions to the on-site privately maintained storm drain system, as required by the City Engineer. Provisions for operation and maintenance of privately maintained storm drain systems accepting off-site stormwater runoff from public streets, including any privately maintained

detention basins connected to the private storm storm drain system, shall be incorporated into Covenants, Conditions and Restrictions (CC&Rs) for property maintenance obligations acceptable to the City Attorney.

70. PRIOR TO ISSUANCE OF ENCROACHMENT PERMIT: The applicant shall provide securities guaranteeing the payment of the cost for all public storm drain improvements that will be accepted and maintained by the City.

71. PRIOR TO ISSUANCE OF ENCROACHMENT PERMIT: The applicant shall submit to the Public Works department a Strom Drain Improvement Plan for all City maintained stormwater conveyance systems. The minimum permissible diameter (or equivalent diameter) for City maintained facilities is eighteen inches (18”). The maximum permissible diameter (or equivalent diameter) for City maintained facilities is thirty-six inches (36”).

72. PRIOR TO ISSUANCE OF ENCROACHMENT PERMIT: The applicant shall obtain approved from RCFC&WCD for all stormwater conveyance systems larger than thirty-six inches (36”) in diameter.

73. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET OR STORM DRAIN IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): All storm drain manhole rims shall be set flush with the finished surface Per the City of Beaumont’s paving and manhole cover detail.

74. PRIOR TO PLACEMENT OF PAVEMENT OR FINISHED SURFACE: The applicant shall construction all portions of the storm drain system that encroaches or occurs within the public right-of-way. Any laterals for future connections must extend to outside the right-of-way. The lateral shall be bulkheaded to prevent soil and other debris from entering the storm drain system.

<u>SEWER IMPROVEMENTS</u>

75. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET OR SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The backbone sanitary sewer system shall connect to the existing municipal sewer system as generally identified in the Beaumont Pointe Specific Plan (Specific Plan No. 2019-0003) subject to Eastern Municipal Water District and City of Beaumont standards and requirements and the City Engineer’s approval, including the following generally identified sewer system improvements:
    a. Installation of a City-maintained dual 6” sewer force main within Industrial Way through Entertainment Way to Jack Rabbit Trail;
    b. Installation of a City-maintained dual 6” sewer force main within 4th Street from Jack Rabbit Trail extending easterly to the Point of Connection with the existing City-maintained 12” gravity sewer line located within the westerly terminus of 4th Street;

c. Construction of a City-maintained sewer lift station at a location dedicated to the City within Parcel 5 as necessary to accept and convey onsite sewage flows;
d. Construction of improvements at the existing City-maintained Hidden Canyon Lift Station as necessary to expand and upgrade the lift station to accommodate full build-out sewage flows.

76. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET OR SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): All sewer manhole rims shall be set flush with the finished surface Per the City of Beaumont's paving and manhole cover detail.

77. PRIOR TO ACCEPTANCE OF ANY PUBLIC SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall repair the sewer trench and restore existing pavement associated with sewer installation per the City of Beaumont's Paving and Trench Repair detail.

78. PRIOR TO PLACEMENT OF PAVEMENT OR FINISHED SURFACE: The applicant shall complete the construction of all portions of private sewer laterals that encroach or occur within the public right-of-way. A cleanout shall occur at the right-of-way boundary per EMWD standard. The lateral shall be sealed to prevent soil and other debris from entering the sewer system.

WATER IMPROVEMENTS

79. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure all water valves and vault covers within paved areas are raised flushed with finished surface and painted after paving is completed.

80. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure all fire hydrants; air vacs and other above ground water facilities are placed outside of sidewalk areas. Water meter boxes and vaults, valve covers, etc. may be placed within sidewalks or paved areas provided such devices are set flush with the finished surfaces and are properly rated for chosen locations.

MITIGATION MEASURES

81. MM 4.3-1 The Project shall utilize "Super-Compliant" low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to be more stringent than the regulatory VOC limits put forth by South Coast AQMD's Rule 1113. Super- Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

82. MM 4.3-2 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.

83. MM 4.3-3 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.

84. MM 4.3-4 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 three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager 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.

85. MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program and other Programs promulgated by South Coast AQMD (which can be found at the SCAQMD Incentives & Programs landing page, http://www.aqmd.gov/home/programs) that provide incentives for using cleaner-than-required engines and equipment.

86. MM 4.3-6 Prior to issuance of occupancy permits for the industrial/warehouse buildings, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Provide secure bicycle storage space equivalent to 2% of the automobile parking spaces provided.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel - efficient vehicles equivalent to at least 8% of the required number of parking spaces.

87. MM 4.3-7 For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

88. MM 4.3-7 For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

    The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

89. MM 4.3-8 Final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.

90. MM 4.3-9 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). All site and architectural plans submitted to the City Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City Building Department shall verify electrification of the designated truck/dock bays.

91. MM 4.3-10 All landscaping 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.

92. MM 4.3-11 If the Project constructs a go-kart facility in the commercial area, all go-karts would be required to be electric or zero emissions.

93. MM 4.3-12 Prior to the issuance of occupancy permits for any of the industrial/warehouse buildings, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide $1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease

allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with South Coast AQMD Rule 2305.

94. MM 4.3-13 Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Southern California Edison (SCE). If SCE will not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in Mitigation Measure MM 4.3-14), the establishment of a temporary electric charging area also will not be required. If electric powered equipment is in the contractor(s) equipment fleet, and SCE approval is secured, the temporary charging location is required to be established upon issuance of grading permits and building permits.

95. MM 4.3-14 If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the Project's construction requirements during the building construction, paving, and architectural coating phases of Project construction, such equipment shall be used during Project construction. This requirement shall be noted on plans submitted for building permit issuance.

96. MM 4.3-15 Project construction contractors shall maintain records of all off-road diesel construction equipment associated with Project construction to document that each off-road diesel construction equipment used meets emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Beaumont staff or their designee.

97. MM 4.3-16 During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

98. MM 4.3-17 Prior to building final, the Project Applicant or successor in interest shall install signs at each truck exit driveway that provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

99. MM 4.4-1 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for crotch bumble bee prior to site disturbance. If the bumble bee were to be detected (or assumed present) within the development footprint, then the Project proponent shall coordinate with CDFW to address the extent of impacts and determine whether an Incidental Take Permit (ITP) would be required. If an ITP were required, then mitigation may be required by CDFW as part of the ITP process, and the conservation of the comparable open space habitat within PA 10 would be presented to support the ITP.

100. MM 4.4-2 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate with the RCA and the Wildlife Agencies (CDFW, USFWS) to prepare a Burrowing Owl Protection and Relocation Plan (if required), prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. The Burrowing Owl Protection and Relocation 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 would proceed at the site until the owls could be relocated.

101. MM 4.4-3 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.

Ground-disturbing activities (including vegetation removal) within the Criteria Area (Criteria Cells) shall be conducted outside of the coastal California gnatcatcher breeding season (between March 1 and August 15) if occupied by coastal California gnatcatcher. If ground-disturbing activities (including vegetation removal) cannot be limited to outside the coastal California gnatcatcher breeding season, a qualified biologist shall conduct a pre-

construction presence/absence survey for coastal California gnatcatcher within 14 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies (CDFW, USFWS) and ground disturbing activities within these areas will be postponed to outside of the coastal California gnatcatcher breeding season. If the species is not found, no further action is needed.

102. MM 4.4-4 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging), the Project Applicant shall provide evidence to the City of Beaumont that impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction and MSHCP riparian/riverine resources (including 0.03 acre of riparian habitat) have been mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. In addition, and also prior to issuance of grading permits, the Project Applicant shall provide the City of Beaumont of a copy of the Project's CWA Section 404 permit from the Corps, Section 401 Water Quality Certification from the Regional Board, Waste Discharge Order from the Regional Board, and Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW, as applicable.

103. MM 4.4-5 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.

    As feasible, vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

104. MM 4.5-1 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.

105. MM 4.5-2 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 archaeologist and the Native American monitor 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.

106. MM 4.7-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring of the young alluvial fan deposits is not warranted, since their potential to yield fossils is low. However, if, during earth disturbance activities, the San Timoteo Foundation or older Quaternary alluvial deposits is exposed beneath the overlying young alluvial fan deposits, monitoring should be initiated during periods in which the San Timoteo Formation or older Quaternary alluvial deposits will be impacted. Monitoring shall be conducted during any grading or excavation in undisturbed sediments of the

San Timoteo Foundation. Complete grading plans for each phase shall be made available to the City of Beaumont and to the paleontologist/ paleontological monitor prior to the start of any earth-moving activities for each phase.

107. MM 4.7-2 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.

108. MM 4.7-3 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:

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.

Paleontological salvage shall complete with professional standard protocols, as detailed in Section VII, Paleontological Resource Impact Mitigation Program in Technical Appendix F2 of this Draft EIR.

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).

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.

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.

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.

109. MM 4.8-1 Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures identified in Table 4.8-6, which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.

110. MM 4.17-1 Prior to the issuance of building permits, the Project Applicant shall incorporate the TDM measures identified below. Verification that the TDM measures completed shall be verified by the City's Public Works Director.

a. Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and, where applicable, transit.
b. Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the site.
c. Commute trip reduction (CTR) programs offered to encourage the use of biking.
d. Encourage CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

REGULATORY REQUIREMENTS (RR) AND PROJECT DESIGN FEATURES (PDF)

111. PDF 1-1 Development implementing the Beaumont Pointe Specific Plan shall comply with the Development Standards set forth in Chapter 3 and the Design Guidelines related to Architectural Design and Landscape Design in Chapter 4 of the Specific Plan. Conformity to the Development Standards and Design Guidelines would be addressed by the City's future review of implementing building permits for compliance with the Specific Plan's requirements and would serve to reduce and/or avoid impacts relating to aesthetics.

112. RR 1-1 The Project is required to comply with City of Beaumont Municipal Code Chapter 8.50, which establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City to reduce "skyglow" or light pollution that affects day or nighttime views of the Mt. Palomar Observatory.

113. RR 3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads, including limiting vehicle speeds to 15 miles per hour.

114. RR 3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers.” Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

115. RR 3-3 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 402 “Nuisance.” Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

116. RR 4-1 The Project Applicant is required to pay MSHCP development fees.

117. PDF 4-1 The Project would conserve 230.82 acres of open space, including 80.63 acres of native vegetation communities (1.20 acres of Southern Riparian Scrub, 1.28 acres of Chaparral and 78.15 acres of Riversidean Sage Scrub).

118. PDF 4-2 The Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral (0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project will conserve 133.62 acres of replacement lands through the Criteria Refinement Process, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub. These replacement lands are in areas that are not described for conservation by the Cell Criteria for Cells 933, 936, 1030, 1032, and 1125.

119. RR 5-1 The Project shall comply with the applicable provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 et. seq., which requires the County Coroner be contacted if human remains are discovered. 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. 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.

120. PDF 8-1 Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, and all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

121. PDF 8-2 All roofs within the Project shall be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater.

122. PDF 8-3 Occupant sensing lighting that dims to at least 50% when unoccupied shall be installed within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

123. PDF 8-4 Office space heating within warehouses must utilize heat pumps with ducting insulation of R-4.2 or greater.

124. PDF 8-5 Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3 minutes while on site in exceedance of the City of Beaumont Idling Ordinance.

125. RR 7-1 The Project shall comply with CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Section 15.04.010) and Municipal Code Section 17.11.040, which 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 design criteria, and selection of appropriate structural systems.

126. RR 7-2 Prior to grading plan approval and the first issuance of a grading permit for the Beaumont Pointe Specific Plan development, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with construction activities.

127. RR 7-3 Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify

structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

•Sediment discharges from the site may be controlled by the following:

Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks.
Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins.
Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices.
Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash.
Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).

•The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary, as required by the SWPPP.

•No materials of any kind shall be placed in drainage ways.

•Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.

•All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.

•The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.

•Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.

•The SWPPP will be kept on-site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off-site.

128. RR 7-4 Prior to grading plan approval and issuance of a grading permit by the City of Beaumont for the Beaumont Pointe Specific Plan development, the Project

proponent shall receive approval from the City of Beaumont for Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on-site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1 of the Preliminary WQMP (Technical Appendix I2). Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs provide equivalent or superior treatment either on or off-site.

129. RR 10-1 Prior to grading plan approval and the issuance of a grading permit for the Beaumont Pointe Specific Plan developments, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) Construction General Permit for discharge of stormwater associated with construction activities.

130. RR 10-2 Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

•Sediment discharges from the site may be controlled by the following:

-Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks;
-Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins;
-Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices;
-Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash;
-Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).

•The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary, as required by the SWPPP.

•No materials of any kind shall be placed in drainage ways.

•Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.

•All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.

•The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.

•Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.

•The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

131. RR 10-3 Prior to the issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall provide evidence to the City that the following provisions have been added to the construction contracts for the proposed work:

•The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Beaumont and the representatives of the Regional Water Quality Control Board.

132. RR 10-4 Prior to issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall receive approval from the City of Beaumont of a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum

extent practicable after construction is completed and after the facilities or structures are occupied and/or operational. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.10-3. Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.

133. RR 10-5 Prior to the issuance of each building permit for the Project, the Project proponent shall provide evidence to the City that the Project complies with the requirements of the RWQCB Municipal Permit General MS4 Permit. The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff and waste discharge. Specifically, the MS4 permit would require the Project proponent to develop and implement a comprehensive Stormwater Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains.

134. RR 17-1 Prior to issuance of any building permits, the Project Applicant shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the City of Beaumont Development Impact Fee (DIF).

135. RR 17-2 Prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Beaumont shall approve, a temporary traffic control plan for construction. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.

136. RR 18-1 Inadvertent Discovery of Human Remains. 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 Section 7050.5 and Public Resources Code Section 5097.98.

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 Health and Safety Code Section 7050.5.

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 Public Resources Code Section 5097.98

Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. Pursuant to the specific exemption set forth in California Government Code Section 6254(r), the sheriff-coroner, parties, and lead agencies will be asked to withhold public disclosure information related to such reburial.

RIVERSIDE CONSERVATION AUTHORITY JOINT PROJECT REVIEW MEASURES

137. ROUGH STEP MEASURE. In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that [i]f the rough step rule is not met during any analysis period (performed annually by the Regional Conservation Authority [RCA]), the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved. The Permittee is encouraged to consult with the RCA on current rough step allowances prior to working with project applicants developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to issuance of a grading permit, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

138. MITIGATION MEASURE. Permanent impacts to 0.43 acres of riparian/riverine resources will be offset by the purchase of wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program (e.g., Riverpark Mitigation Bank and the Santa Ana Watershed In-Lieu Fee Program) at a 3:1 ratio, including establishment credits at a 2:1 ratio and rehabilitation credits at a 1:1 ratio.

139. BURROWING OWL MEASURE. Due to the presence of potentially suitable habitat, a 30-day pre-construction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, which has possibility to result in the preparation of a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

140. CALIFORNIA GNATCATCHER MEASURE. For construction projects within the Criteria Area, habitat clearing, grubbing, grading, and associated construction actions will be timed to avoid the active breeding season for California gnatcatchers, defined for purposes of the MSHCP as March 1 to August 15 per the USFWS Special Terms and Conditions for Permit TE-088609-0. If gnatcatcher breeding season avoidance is not possible, protocol-level focused surveys for coastal California gnatcatcher, consistent with the USFWS survey guidelines, would be performed prior to any vegetation removal or other site disturbance. If the species is found, vegetation clearing will be avoided until after August 15.

141. SECTION 6.1.4 MEASURE.

    i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems. According to the Analysis, the project will maintain the 16 existing culverts under the SR-60 as the ultimate discharge locations for the project, but runoff from proposed buildings, parking lots, and road improvements will be collected by a proposed drainage system. The proposed drainage system will consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18” to 48,” and four detention basins. The drainage system routes the runoff from the proposed impervious surfaces to four proposed stormwater treatment and mitigation basins. Eash basin

provides stormwater treatment and peak flow mitigation for each of their respective tributaries to prevent post-development flows from exceeding the pre-development flows. Basins will be maintained by the Master Property Owners' Association through an access and maintenance easement with the owners of each property where basins are located. The project's contractor will develop a Stormwater Pollution Prevention Plan (SWPPP) to runoff and water quality during construction.

ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. According to the Analysis, the project will implement a SWPPP that will address runoff during construction. In addition, following the completion of activities, runoff from any developed or paved areas (included landscaped areas) will be treated prior to draining into undeveloped areas.

iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting. According to the Analysis, a lighting analysis/illumination study [Analysis, Appendix C] has been prepared for the project demonstrating that the project's night lighting will not increase light levels in the adjacent Conservation Area. As shown in Analysis, Exhibit 3 [Site Plan], the project's Land Use Plan includes the industrial and commercial development in the center of the property, surrounded by the Project Maintained Open Space (Planning Area 9), which then abuts the proposed conservation lands (Planning Area 10) that will be part of the MSHCP Conservation Area. The nearest night lighting to the Conservation Area will be placed around the perimeter of the development areas such that the Project's Maintained Open Space will serve as a buffer between the development and the Conservation Area. Furthermore, the light fixtures will be down shielded and will face inwards towards the inside of the development area, such that the light fixtures will not result in any illumination in the Conservation Area, i.e., the ambient baseline within the Conservation Area will not increase.

iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. According to the Analysis, the proposed project will construct a wildlife fence along the western and southern edges of the project site to prevent wildlife from entering the project site from the adjacent Conservation Area. The fence will be constructed approximately along the boundary between the proposed ARL and the Project's Maintained Open Space, although the exact location will vary depending on the topography (see Analysis, Exhibit 11 – Proposed Wildlife Fencing). The project's fence will tie into the SR-60 fence and will extend west and then south/southeast around the project to direct wildlife in the northwesterly/southeasterly direction. The wildlife fencing along the project boundary will include one-way swing gates opening into the MSHCP Conservation Area for any wildlife that enter the project site from the north and east trying to escape into the adjacent conserved lands. In addition to the wildlife fence, the project will also include six-foot tubular steel security fencing along the northern boundary abutting the SR-60 ROW, beginning from the wildlife fence on the west and extending east to the project's entry point. Wildlife that either cross over or under the SR-60 east of the Caltrans wildlife fence terminus will be forced to the west or east along the security fence. A swing gate will be installed to the west along the section of lateral (north-south) wildlife fence connecting to the SR-60 fence, allowing wildlife to escape the freeway ROW towards the Conservation Area. Although the fence is designed to minimize wildlife entering the project site, it will also function to minimize unauthorized public access to the MSHCP Conservation Area.

vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. According to the Analysis, the project will conduct remedial grading within the Project's Maintained Open Space (PA 9) to construct manufactured slopes. However, these manufactured slopes will not extend into the MSHCP Conservation Area.

viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas. The project's fuel modification limits and manufactured slopes (PA 9) will not encroach into the existing MSHCP Conservation Area (e.g., RCA-owned lands), lands proposed for on-site conservation by the project, nor the on-site undescribed Replacement Lands proposed by the project.

142. APPENDIX C MEASURE.

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.
ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.
v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.
vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at

the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

xiii. xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

End of Conditions

BEAUMONT POINTE SPECIFIC PLAN

SIGN PROGRAM

Third Draft

February 15, 2023

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1.0 Overview

The Beaumont Pointe Sign Program serves a variety of purposed and is an integral part of the design of the site and experience of its visitors. Signs identify Beaumont Pointe and its building occupants and ensure the efficient circulation of vehicle traffic within the site by identifying vehicular entry points and directing vehicles to their destinations. Signage should enhance the pedestrian experience through the design of wayfinding components: directories, directional signage, and destination identifiers. Monumentation has been created to identify arrival points to Beaumont Pointe, distinguish individual Planning Areas an tenants and to establish a sense of place consistent with the overall Beaumont Pointe theme. The entry treatments have been designed to create a distinctive visual statement that emphasizes Beaumont Pointe's image as a high quality, contemporary development.

2.0 Signage Guidelines

Clear, consise, and easy-to-understand signage that is also visually appealing is vitally important for positive employee and visitor experiences at Beaumont Pointe. This Sign Program provide adequate and appropriate project, pylon, building, and commercial tenant identification for the anticipated variety of building sizes, designs, and uses to ensure that all project signage is designed with a single vision and theme, generally outline below:

1. Building signage should be in scale with and in proportion to the primary building facades so that the signage is not "overpowering" and does not dominate the overall experience.
2. Direction signs should be located at each vehicular or pedestrian decision point.

3.0 Signage Standards

1. The City of Beaumont Planning Commission shall review and approve this Sign Program as well as any proposed modifications.
2. This Sign Program shall be consistent with the applicable portions of the Beaumont Pointe Specific Plan and the City's Zoning Ordinance.
3. Implementation and review of proposed individual sign designs (including plans, construction, lighting, electrical, and installation) shall be the responsibility of the Beaumont Pointe Master Property Owners Association and the City of Beaumont including the Plannning, Building and/or Public Works Commissions.

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4. The design of the signage shall reflect the type of business and/or uses through its design, material, shape, and graphic form. Signage is encourage to use natural materials where possible.
5. Excluding pylon signs, signs shall be contained within the parcel to which applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators.
6. Tenant monumentation signage shall be in keeping with the character established for the Beaumont Pointe Specific Plan with variations allowed to accommodate individual user identities/corporate branding standards.
7. The method of attaching the signage to the building shall be integrated into the Sign Program.
8. Signs shall not cover up windows or important architectural features.
9. All lighting shall match the exact specification of the approved working drawings and comply with City of Beaumont Municipal Code, Chapter 8.50.
10. All conductors, conduits, tubing, crossovers, transformers, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.
11. Exposed wiring, raceways, cords, plugs, or the like shall be prohibited.
12. Vehicular direction signs shall clearly direct to specific locations within Beaumont Pointe, including on-site parking areas, and truck routes.
13. Vehicular direction signs shall be consistent in size, shape, and design throughout Beaumont Pointe.
14. Typography on vehicular direction signs shall be readable from an appropriate windshield viewing distance.
15. Vehicular direction signs shall incorporate reflective vinyl copy for night-time illumination.
16. Freeway-oriented pylon signs shall be permitted provided that such signs are limited to the project's name, project's logo, tenant logos, and/or tenant text.
17. All signs and their installation shall comply with all local building and electrical codes.
18. Each Sign Company preparing signage for use within the Beaumont Pointe Specific Plan shall be fully licensed with the City and State and shall maintain full Workman's Compensation and General Liability Insurance.
19. All logo images and type-styles shall be accurately reproduced. The Master Property Owners Association reserves the right to reject the any fabrication work deemed to be below standard.
20. Signs shall be made of durable rust-inhibiting materials that are appropriate and complimentary to the building.
21. Color coating shall exactly match the colors specified on the approved plans.
22. Finished surfaces of metal shall be free from oil canning and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.

3.1 General Sign Information

3.1.1 Responsibility

The overview of this criteria is to assist the Master Property Owners Association/Landlord/Tenant and City relationship.

The Master Property Owners Association/Landlord shall be responsible to:

A. Provide base building design and construction guidelines information requested by Tenant's sign design consultant.
B. Review, comment, and approve Tenant sign submissions.

In return, the Tenant shall be responsible for:

A. Design, fabrication, permitting, and installation of signs, including any structural support and electrical service and any special installation requiring addition or modification to shell building approved by the Master Property Owners Association/Landlord and the City of Beaumont Planning, Building and/or Public Works Commissions.

Note: Planning Commission approval is only required for modifications to this Sign Program.

3.1.2 Maintenance

1. The Tenant shall employ professional sign fabricators and installers approved by the Master Property Owners Association/Landlord who are well qualified in the techniques and procedures required to implement the sign design concept. The Tenant shall abide by all provisions, guidelines, and criteria contained within the Beaumont Pointe Sign Program.
2. Only those sign types provided for and specifically approved by the Master Property Owners Association/Landlord in the Tenant's sign submission documents will be allowed. The Master Property Owners Assocation/Landlord may, at their discretion and at the Tenant's expense and after proper notice to Tenant, replace or remove any sign that is installed without the Master Property Owners Association/Landlord's consent, or that is not executed in conformance with the approved submission. Tenant shall furnish the Master Property Owners Association/Landlord with a copy of appropriate insurance and all sign fabrication and installation permits prior to installation.

3.1.3 Installation

The Tenant's sign installer shall:

A. Obtain all required permits from the City of Beaumont, California and deliver copies to the Master Property Owners Association/Landlord before installing the sign(s).
B. Keep the Master Property Owners Assocation/Landlord approved set of sign drawings on site when installing the sign(s).
C. Warrant the sign(s) against latent defects in materials and workmanship for a minimum of one (1) year.

3.1.4 Inspection

Master Property Owners Association/Landlord reserves the right to hire an independent electrical engineer at the Tenant's sole expense to inspect the installation of all Tenant's signs and require Tenant to have discrepancies and/or code violations corrected at the Tenant's expense.

3.1.5 Abandonment of Signs

Any tenant sign left after thirty (30) days from date of tenant vacating premises shall become property of the Master Property Owners Association/Landlord, and tenant will be billed for removal of said sign and restoration of building, as required.

3.1.6 Prohibited Signs

The following types of signs are prohibited:

A. Signs constituting a Traffic Hazard (e.g., any sign which simulates or imitates in size, color, lettering, or design any traffic sign or signal, or which makes use of the words STOP, LOOK, DANGER, or any words, phrases, symbols, or characters in such a manner as to interfere with, mislead, or confuse traffic).
B. Signs in proximity to Utility Lines. All signs must maintain clearance from all communication and electrical power lines as required by State of California laws.
C. Signs painted directly onto a building surface.
D. Flashing, moving, or audible signs.
E. Vehicle signs (e.g., signs on or affixed to trucks, automobiles, trailers, or other vehicles which are used for advertising, identity, or to provide direction to a specific use or activity not related to its lawful activity).
F. Raceways (as indicated on page 4, Signage Standards #11).
G. Signs referred to in the City of Beaumont Municipal Code 17.07.070.B.

3.1.7 No Assurances

1. The Master Property Owners Association/Landlord gives no assurances that a sign approved by the Master Property Owners Association/Landlord, which is in accordance with provision of these criteria, will be acceptable to the City of Beaumont.
2. The Tenant shall be solely responsible for bringing its own sign into compliance with all local rules and ordinances.

4.0 Permitted Signs

4.1 Monumentation

The Conceptual Primary and Secondary Project/Tenant Monumentation examples illustrated within this Sign Program represent consistent interpretations of Beaumont Pointe's character and theme. Implemented monumentation need not match these examples exactly and may be designed with enough flexibility to respond to physical contexts and the needs and desires of specific tenants, but all entry monuments should be consistent in theme and character. Consistency should be established through the use of matching or complementary logos, type styles, and color schemes throughout the area being identified. The conceptual location of Monumentation Signs are depicted on Figures 4, 5, 6, and 7 in this document. Not that while these Figures identify the conceptual locations of Monumentation, the final locations of entry monuments will be determined by the approved implementing project(s).

4.1.1 Primary Monumentation

The Primary Monumentation provided within Beaumont Pointe creates an inviting atmosphere for employees and visitors by providing a form of wayfinding and sense of identity to Beaumont Pointe.

1. Primary Entry Monuments may be provided at the intersection of Jack Rabbit Trail and 4th Street.
2. As shown on "Figure 1: Conceptual Primary Entry Monumentation", the Primary Monumentation is made of plaster and corten steel, with steel cut out letters of the project name. The trees, shrubs, and groundcovers planted in the background and foreground of the Primary Entry Monument are in accordance with the Beaumont Pointe Specific Plan.

4.1.2 Secondary Project and Tenant Monumentation

1. The Secondary Project and Tenant Monumentation may be provided at individual building sites within Planning Areas 1 through 8 to announce the arrival into the Industrial and General Commercial areas for employees and visitors.
2. As shown on "Figure 2: Conceptual Secondary Project and Tenant Monumentation", the Secondary Project and Tenant Monumentation consist of plaster with steel cut out plaques of the project name and building tenants. Sight distance exhibits shall be provided at the time of implementation. The trees, shrubs, and groundcovers planted in the background and foreground of the Secondary Project and Tenant Monument are in accordance with the Beaumont Pointe Specific Plan.

4.1.3 Freeway Pylon Signs

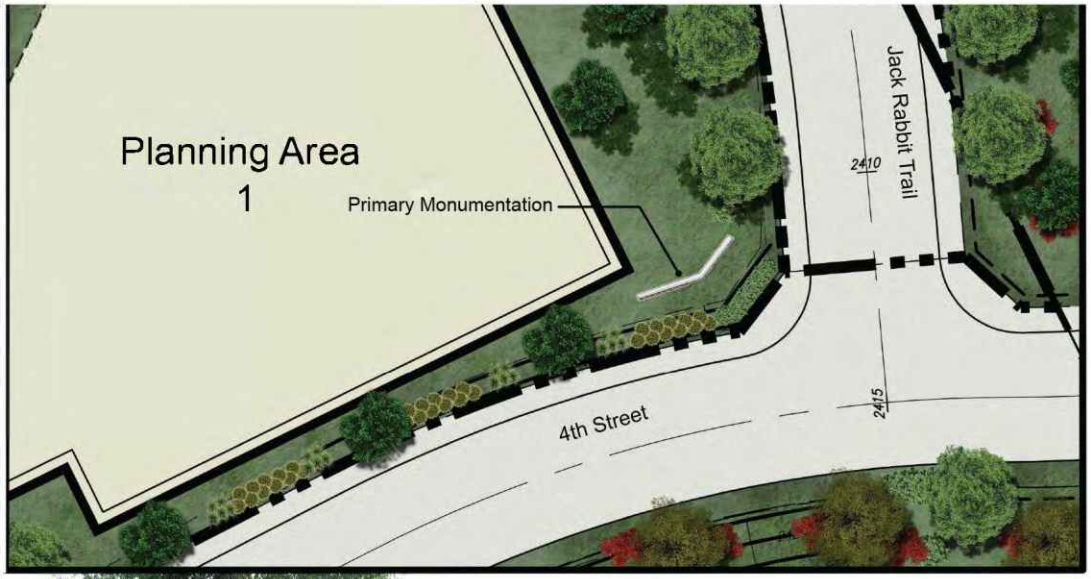
1. Location: The conceptual locations of Freeway Oriented Pylon Signs are depicted on Figures 4, 5, 6 and 7 in this document. The final location of Freeway Oriented Pylon Signs will be determined by the approved implementing project(s) and may be provided to maximize exposure and enhance the visibility of Beaumont Pointe by orienting the signs toward the CA-60 Freeway.
    A. Four (4) Freeway Oriented Pylon Signs are permitted within the project: One (1) at maximum 50 feet height is permitted in Planning Area 2, Two (2) at maximum 50 feet heights are permitted in Planning Area 9 (abutting CA-60) separated by minimum 600 feet, and One (1) at maximum 50 feet height is permitted in Planning Area 1.
    B. Freeway Pylon Signs are prohibited within Planning Area 8 and along the boundary of Planning Area 8.
2. Types: Freeway Oriented Pylon Signs may include freestanding monument signs, freestanding pylon signs, and freestanding tenant signs.
3. Design: As shown in "Figure 3: Freeway Oriented Pylon Sign", Freeway Oriented Pylon Signs may consist of the project's name, project's logo, tenant logos, and/or tenant text. Freeway Oriented Pylon Signage is encouraged to use natural materials where possible.

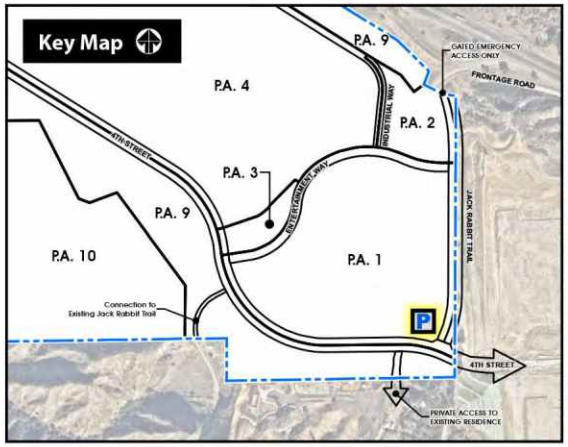
4.1.4 Industrial Tenant Building Mounted Signs

1. Industrial building facades may include freeway visible business identification signs, murals, or other visual works to be used to enhance building walls, particularly along the CA-60 Freeway. Murals may include down-lighting only, to allow passing motorists to view the mural. Such signs, murals, or other visual works are prohibited from including moving, flashing, or otherwise visually distracting elements, or materials that are highly reflective.
2. For a freeway facing elevation the maximum allowed sign size shall be 25% of the elevation surface area if building is occupied by a single tenant, and shall be maximum 15% per tenant if building has multi-tenant occupancy. Regardless of tenancy, all other elevations may have a maximum sign size of 7.5% per elevation.
3. The final location of Industrial Tenant Building Mounted Signs will be determined by the approved implementing project(s).

4.1.5 General Commercial Tenant Building Mounted Signs

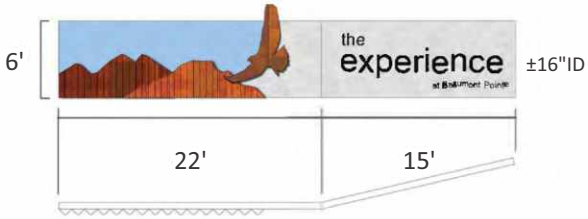
1. General Commercial building facades may include visible business identification signs, murals, or other visual works to be used to enhance building walls. Murals may include down-lighting only, to allow passing motorists to view the mural. Such signs, murals, or other visual works are prohibited from including moving, flashing, or otherwise visually distracting elements, or materials that are highly reflective.
2. Each Tenant is allowed 1.5 square feet of sign area for every linear foot of frontage per elevation, with a maximum of 200 square feet for a single elevation.
3. The final location of General Commercial Tenant Building Mounted Signs will be determined by the approved implementing project(s).

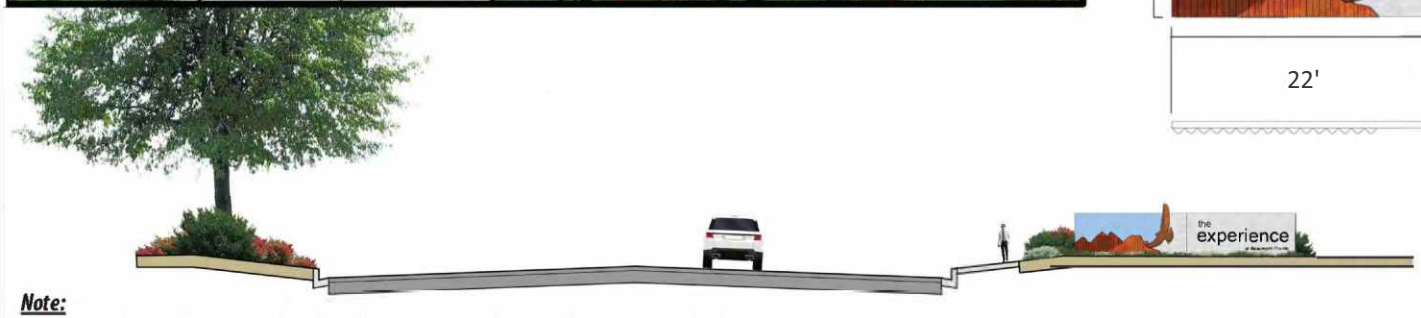




Primary Monumentation

- Main Entrance Signage
- ID sign area is 90 sq.ft., mural is 132 sq.ft.





Note:

This exhibit identifies the conceptual locations of entry monumentation. The final locations of entry monuments will be determined at the time buildings and private driveways are designed and oriented in the Specific Plan as part of implementing project(s).

MPOA/LL reserve the right to reconfigure the tenant ID panels provided the sign area (sq.ft.) is not increased.

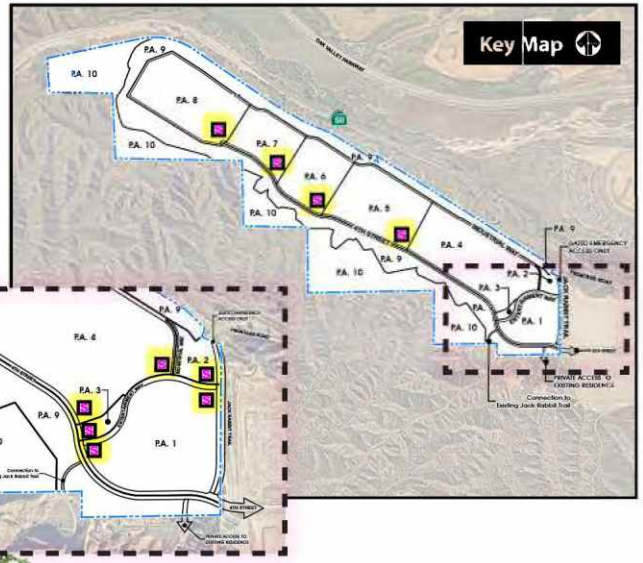
Source(s): Hunter Landscape (03-03-2021)

Figure 1

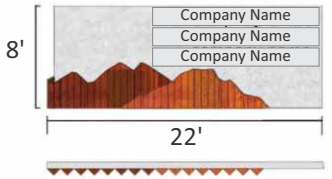
Conceptual Primary Entry Monumentation

Not to Scale

Secondary Monumentation
- Secondary sign for Commercial, Industrial, and Tenant.



SECONDARY PROJECT AND TENANT MONUMENTATION
- SECONDARY SIGN FOR COMMERCIAL, INDUSTRIAL, AND TENANT
- ID panels total 55.25 sq.ft., mural is 120.75 sq.ft.



13'x 17" panels
w/ ±9" caps

Note:
This exhibit identifies the conceptual locations of entry monumentation. The final locations of entry monuments will be determined at the time buildings and private driveways are designed and oriented in the Specific Plan as part of implementing project(s).

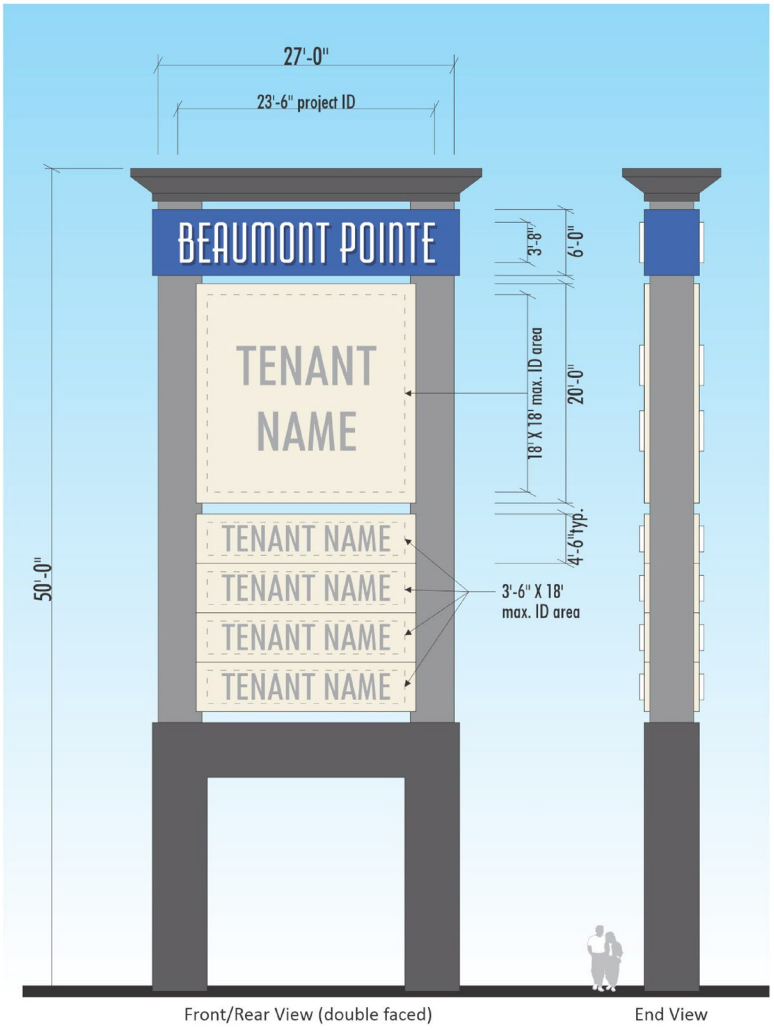
MPOA/LL reserve the right to reconfigure the tenant ID panels provided the sign area (sq.ft.) is not increased.

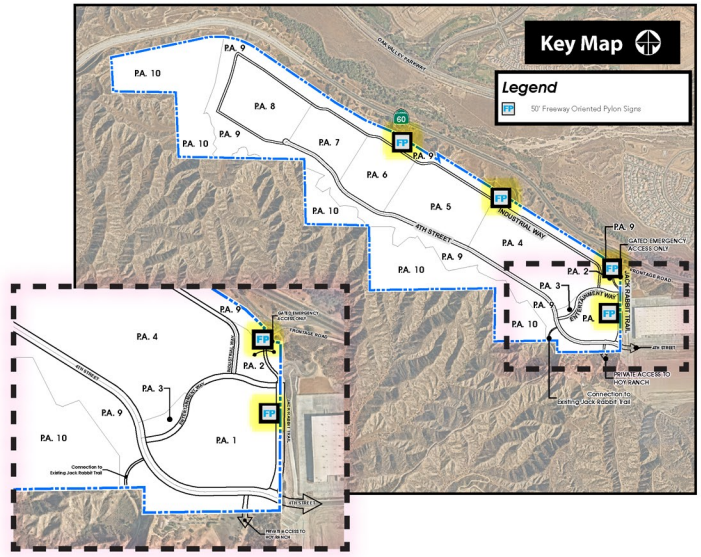
Source(s): Hunter Landscape (03-03-2021)

Figure 2

Conceptual Secondary Project and Tenant Monumentation

Not to Scale





SPECIFICATIONS:

- INTERNALLY ILLUMINATED CABINET PAINTED PMS BLUE #280C.
  - FACE TO BE WHITE FLEXFACE MATERIAL WITH DARK BLUE (230-36) VINYL OVERLAY AND WHITE SHOW THRU COPY.
  - ILLUMINATION TO BE FLUORESCENT LAMPS.
- INTERNALLY ILLUMINATED TENANT CABINETS. (PAINT COLOR TO BE DETERMINED)
  - TENANT COPY TO BE ROUTED AND BACKED UP WITH ACRYLIC. (COPY & COLORS TO BE DETERMINED)
  - ILLUMINATION TO BE FLUORESCENT LAMPS.
- ALUMINUM POLE COVER PAINTED TO MATCH BUILDING COLOR WITH A MEDIUM STUCCO FINISH.
- ALUMINUM CANOPY PAINTED TO MATCH PROJECT COLORS. (COLOR TO BE DETERMINED)

REQUIREMENTS FOR ELECTRICAL ILLUMINATION:

PRIMARY ELECTRICAL TO SIGN LOCATIONS TO BE PROVIDED BY OTHERS. A DEDICATED CIRCUIT WITH NO SHARED NEUTRALS AND A GROUND RETURNING TO THE PANEL IS REQUIRED FOR INSTALLATION.

ALL TRANSFORMERS SHALL BE, (GFI) GROUND FAULT-INTERRUPTED TRANSFORMERS.
ALT SIGNS HAVE
- DEDICATED BRANCH CIRCUIT
- THREE WIRES: LINE, NEUTRAL, & GROUND
- WIRE SIZE: MINIMUM OF 12 GA. THIN COPPER WIRE

ALSO NOTE: GAUGE OF WIRE IS DETERMINED BY THE LENGTH OF RUN & AMPERAGE AS PER NEC ARTICLE 300.
- GROUND WIRE MUST BE CONTINUOUS AND GO FROM THE SIGN TO THE PANELBOARD GROUND BUS.
- VOLTAGE SHOULD READ NO MORE THAN 3 VOLTS BETWEEN GROUND AND NEUTRAL
- CONDUIT CAN NOT BE USED AS GROUND PATH.
- POWER TO SIGN MUST BE DONE BY A LICENSED ELECTRICIAN OR ELECTRICAL CONTRACTOR.

Note:
This exhibit identifies the conceptual locations of freeway oriented pylon signs.
The final locations of freeway oriented pylon signs will occur during implementation.

Source(s): Architectural Design and Signs (02-10-2023)

Figure 3

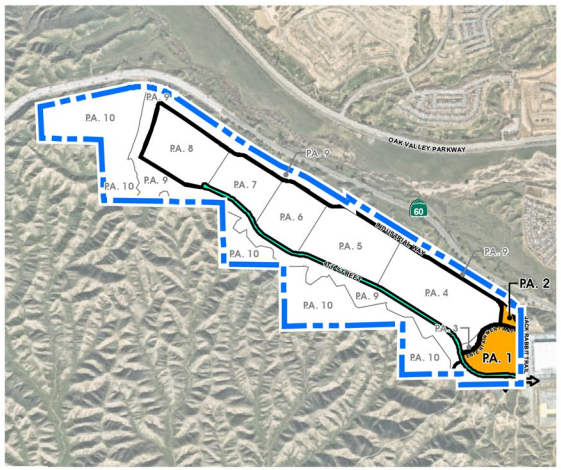
Freeway Oriented Pylon Sign

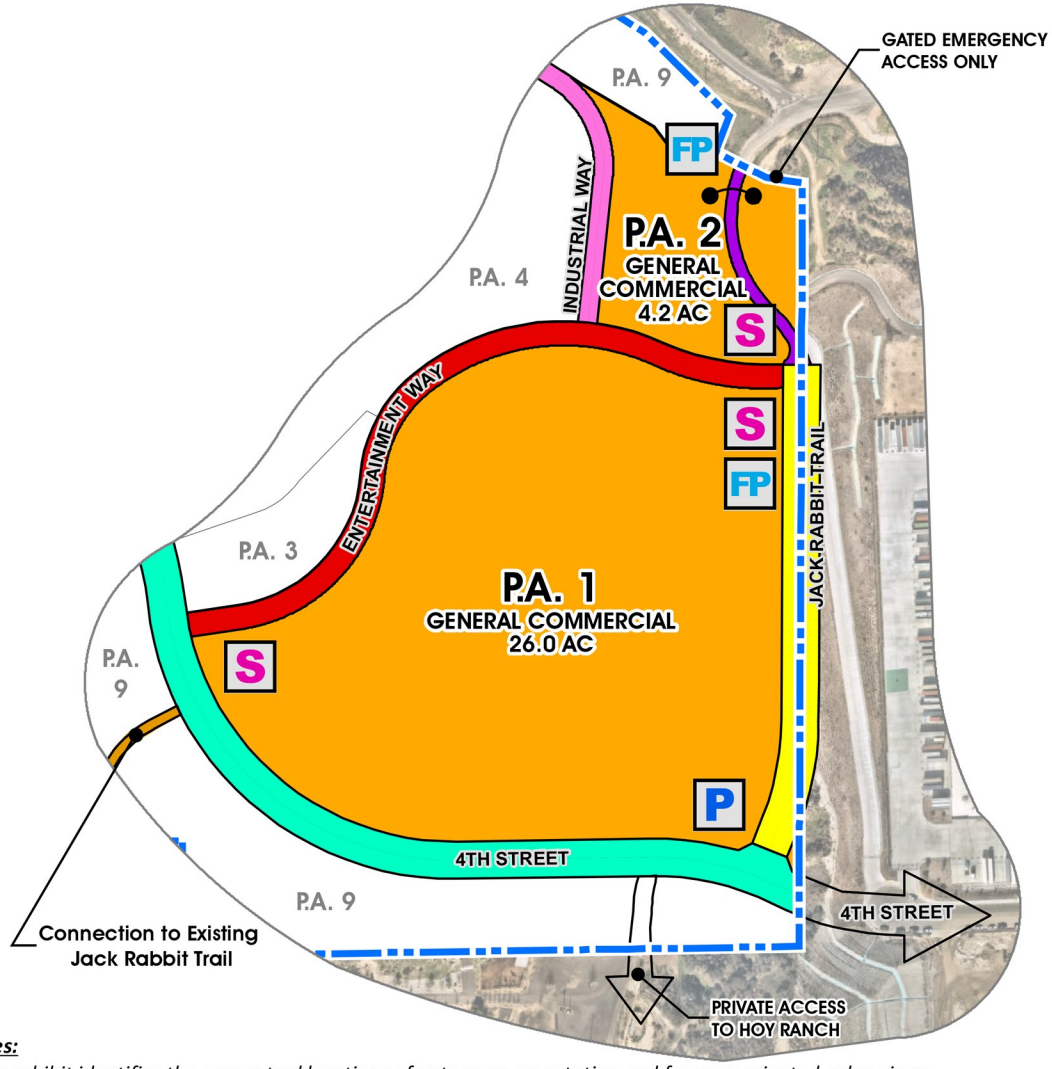
Not to Scale

Legend

- P — Primary Entry Monumentation*
- S — Secondary Project and Tenant Monumentation*
- FP — 50' Freeway Oriented Pylon Signs*

Key Map





Notes:

**This exhibit identifies the conceptual locations of entry monumentation and freeway oriented pylon signs. The final locations of entry monuments and pylon signs will be identified by the approved implementing project(s), which will include a minimum 600' separation between the pylon signs.*

Source(s): Nearmap (2022), RCTLMA (2022)
Composite: Proactive Engineering Consultants (08-04-2022), Herdman Architecture (07-09-2021)

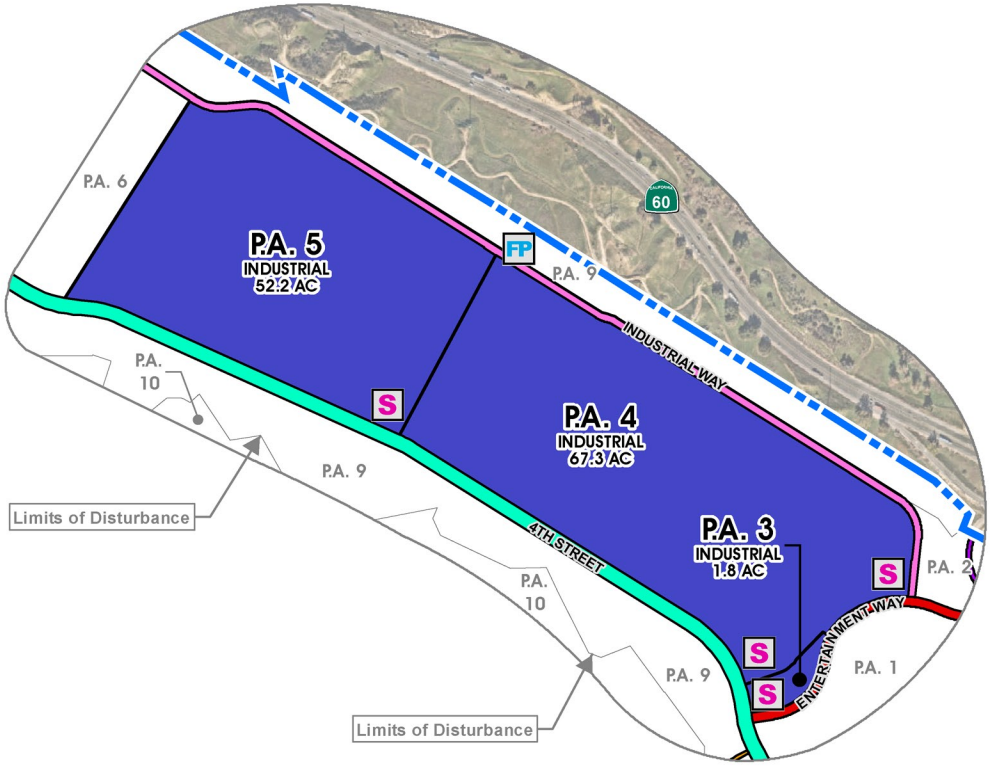
Figure 4

0 100 200 400 Feet

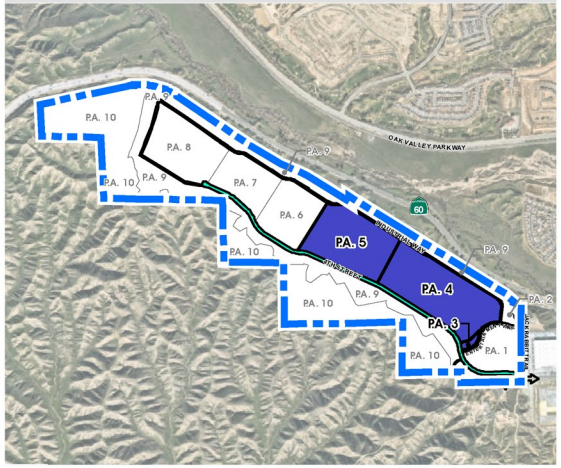
Signage in Planning Areas 1 & 2

Legend

- S — Secondary Project and Tenant Monumentation*
- FP — 50' Freeway Oriented Pylon Signs*



Key Map



Notes:

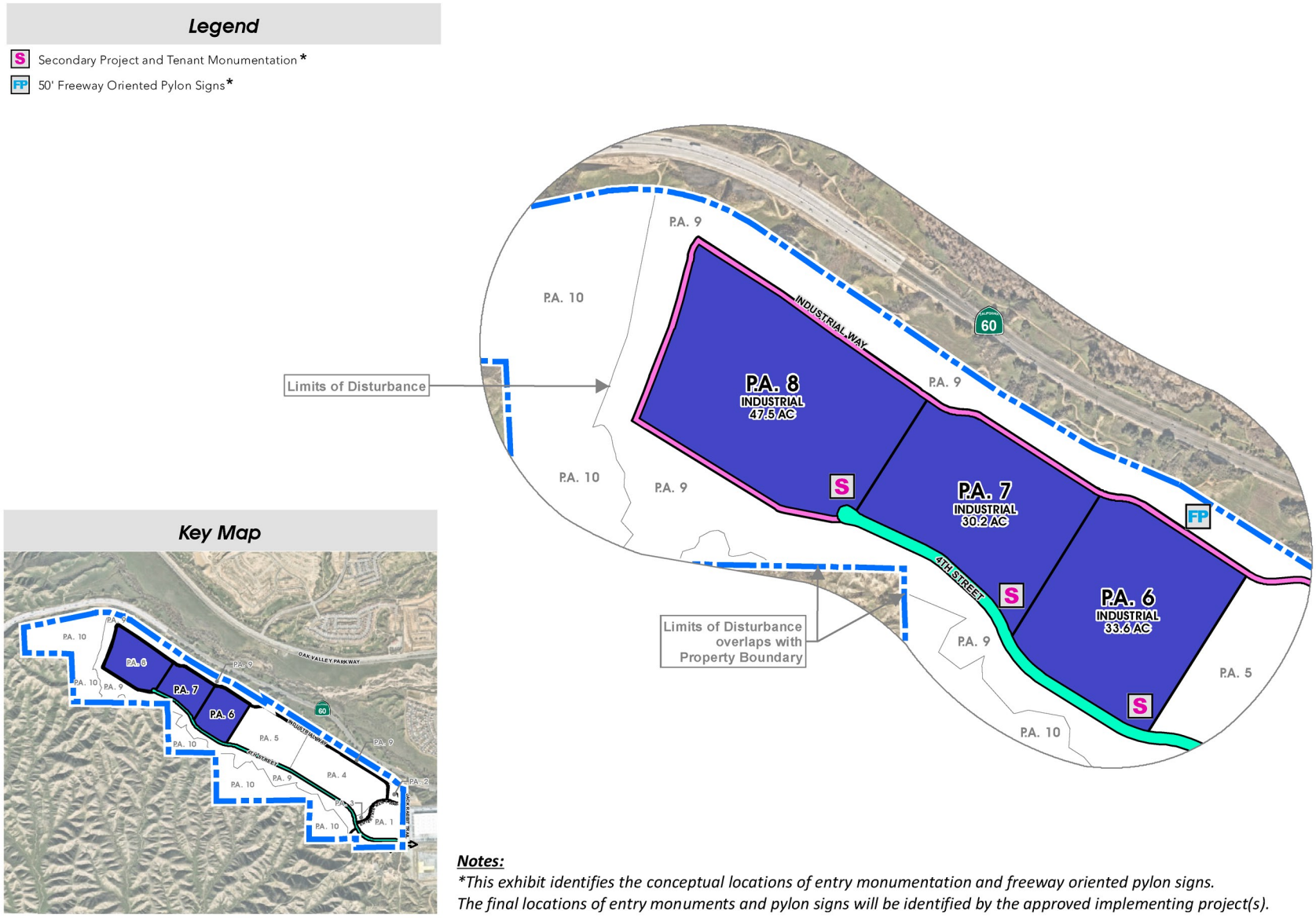
**This exhibit identifies the conceptual locations of entry monumentation and freeway oriented pylon signs. The final locations of entry monuments and pylon signs will be identified by the approved implementing project(s).*

Source(s): Nearmap (2022), RCTLMA (2022)
Composite: Proactive Engineering Consultants (08-04-2022), Herdman Architecture (07-09-2021)

Figure 5

0 250 500 1,000 Feet

Signage in Planning Areas 3, 4, & 5

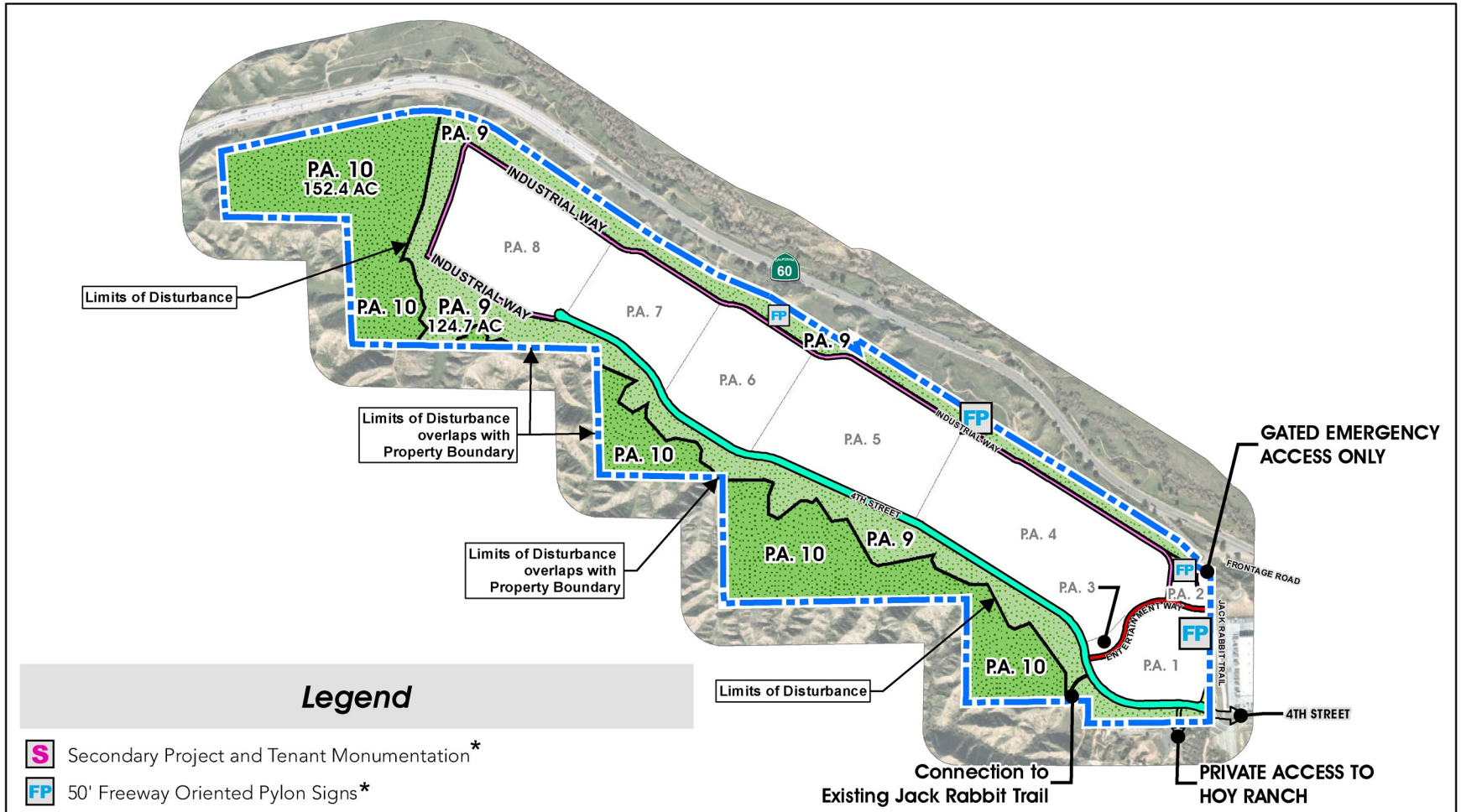


Source(s): Nearmap (2022), RCTLMA (2022)
Composite: Proactive Engineering Consultants (08-04-2022), Herdman Architecture (07-09-2021)

Figure 6

0 250 500 1,000 Feet

Signage in Planning Areas 6, 7, & 8



Notes:

**This exhibit identifies the conceptual locations of entry monumentation and freeway oriented pylon signs.*
The final locations of entry monuments and pylon signs will be identified by the approved implementing project(s).

Source(s): Nearmap (2022), RCTLMA (2022)
Composite: Proactive Engineering Consultants (08-04-2022), Herdman Architecture (07-09-2021)

Figure 7

0 425 850 1,700 Feet

Signage in Planning Areas 9 & 10

THE PRESS-ENTERPRISE
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City of Beaumont
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Beaumont, California 92223

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011633867

FILE NO. 0011633867

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

11/17/2023

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: November 17, 2023.
At: Riverside, California

Signature

LEGAL ADVERTISEMENT

NOTICE IS HEREBY GIVEN, that the Planning Commission of the City of Beaumont will conduct a special public hearing to consider the matter described below. The Planning Commission's special public hearing will be held at 6:00 p.m. on Tuesday, November 29, 2023, at 550 East Sixth Street, Beaumont, California.

BEAUMONT POINTE – ANNEXATION (PLAN2023-0931), PLAN OF SERVICES (PLAN2023-0932), PRE-ZONE (PLAN2019-0283), GENERAL PLAN AMENDMENT (PLAN2019-0284), SPECIFIC PLAN (SP2019-0003), DEVELOPMENT AGREEMENT (PLAN2023-0906), TENTATIVE PARCEL MAP NO. 38161 (PM2022-0012), SIGN PROGRAM (PLAN2022-0856) AND ENVIRONMENTAL IMPACT REPORT (ENV2019-0008), Conduct a public hearing and recommendation to the City Council regarding a request to annex 541.2 acres of unincorporated Riverside County properties within the Sphere of Influence of the City of Beaumont into the City accompanied by a Plan of Services; a pre-zone to establish a specific plan zone; amend the General Plan land use designation from Rural Residential (1 acre lots) to Industrial (I), General Commercial (GC), and Open Space (OS); a Specific Plan to allow up to 4,995,000 square feet of industrial uses within five (5) buildings plus a 35,000 square foot self-storage building, up to 246,000 square feet of general commercial uses, a 125 room hotel (approximately 90,000 square feet), for a total of approximately 5,331,000 square feet, 124.7 acres of open space and 152.4 acres of open space conservation; a development agreement between the City of Beaumont and Beaumont Pointe Partners, LLC; a Vesting Tentative Parcel Map to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30 acre remainder parcel; a comprehensive sign program and the consideration of the Final Environmental Impact Report (FEIR) including the Draft Environmental Impact Report (DEIR) and Statement of Overriding Considerations for 539.9 acres located on the south side of the 60 Freeway, west of Jack Rabbit Trail and north of the proposed extension of 4th Street. APN's: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011.

The applicant for this project is **JRT BP 1, LLC**

Public comments can be made in person, using the public comment phone line or by written email. Phone-in comments will be accepted by calling the designated public comment phone line (951) 922-4845 prior to the corresponding item. Public comments shall not exceed three minutes unless otherwise authorized by City Council. Written comments can be emailed to NicoleW@BeaumontCa.gov Public comments accepted via email will be read aloud during the corresponding item of the meeting. Comments can be submitted any time prior to the meeting as well as during the meeting until the end of the corresponding item.

This meeting will be conducted in person and also and will be recorded for live streaming. All City of Beaumont public meetings will be made available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access: BeaumontCa.gov/Livestream

Carole Kendrick
Planning Manager
ckendrick@beaumontca.gov

The Press-Enterprise
Published: 11/17/23

From: Christina Taylor
To: Carole Kendrick
Subject: FW: 5 million square foot monstrosity
Date: Monday, November 27, 2023 8:45:48 AM
Attachments: image001.png

FYI

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

From: sw072153@aol.com <sw072153@aol.com>
Sent: Friday, November 24, 2023 3:19 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: 5 million square foot monstrosity

Dear Christina, as previously stated, my wife and I are totally opposed to Beaumont point warehouse proposal.
This would be another 5 million plus square feet of chaos causing warehouse, emptying trucks onto the already congested I-10 and 60 freeways. We don't need extra money for on and off ramps because without the trucks there would be no need.
More trucks will damage air quality and be hazardous to other traffic.
Natural habitat will be lost forever, and wildlife will be exiled.
The fire danger is immense and there are inadequate resources to deal with it, therefore threatening nearby homes.
There are empty warehouses built by the speculators nearby.
NO to Beaumont Pointe,
Please let me know what the outcome is as I have to attend a charity fundraiser the night of the meeting. Thank you,

Geoffrey & Susan Wilson.

From: Gregory White
To: Carole Kendrick
Subject: Re: New Warehouse proposals
Date: Friday, November 24, 2023 2:35:50 PM

Yes, that one in particular coming up but all of them in general, it may be just a personal thing but I was driving around Beaumont one day, beautiful city, by the way, we're lucky to be here, and was looking at all the warehouses, again, not trashing them, they look great but then I was driving around Redlands one day and struck by the number of Medical, Law, Engineering, and Educational businesses there, that is occupational diversity and it gives our newly minted grads other opportunities to shoot for. Don't think we want to be known as a one trick pony city when it comes to job verticals. Just some thoughts.

From: Carole Kendrick <CKendrick@beaumontca.gov>
Sent: Friday, November 24, 2023 12:21 PM
To: Gregory White <gregory@careerjams.com>
Subject: RE: New Warehouse proposals

Good afternoon, Mr. White,

Are you comments related to a specific project or warehouses in general? We do have a warehouse project "Beaumont Pointe" going to Planning Commission on November 29th.

Thank you,
Carole

From: Gregory White <gregory@careerjams.com>
Sent: Friday, November 24, 2023 11:48 AM
To: Carole Kendrick <CKendrick@beaumontca.gov>
Subject: New Warehouse proposals

Good day Carol, I guess we are to send our thoughts regarding the proposed Warehouse plans coming up to you. I'm sure you have heard countless citizens of this town share their negative thoughts regarding turning Beamont into just another Warehouse Town in the Inland Empire. I won't bore you with those thoughts. I am an HR Consultant and lifelong Educator who hears all the time about the lack of real job opportunities in the Inland Empire. I know we think that these provide good paying jobs and keep our graduates closer to home but the reality is if we want them to go to school and finish with a degree, we need to be providing other economic and job creating verticals in our community. Yes, as a Logistics Manager you are able to buy a home in Beaumont but you certainly won't be able to purchase as an entry level and the Logistics companies do a really poor job of advertising potential career opportunities to their employees which

then creates nothing more than dead end jobs that compel the graduates to look elsewhere anyway. Please stop with these Logistics centers, they are unattractive and unhealthy and will still lead our newly college grads to look elsewhere in other Counties for real career opportunities.

From:	Pat Wayne
To:	Carole Kendrick
Subject:	Re: Banning Pointe Specific Plan EIR
Date:	Monday, November 27, 2023 8:02:13 AM
Attachments:	image001.png

Oops, Yes, it's the beaumont project.

From: Carole Kendrick <CKendrick@beaumontca.gov>
Sent: Monday, November 27, 2023 7:50 AM
To: Pat Wayne <Pwayne1@outlook.com>
Subject: RE: Banning Pointe Specific Plan EIR

Good morning, Mr. Wayne,

Can you confirm that your comments are related to the Beaumont Pointe project and not a project in Banning?

Thank you,

CAROLE KENDRICK
Planning Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3237
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

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From: Pat Wayne <Pwayne1@outlook.com>
Sent: Monday, November 27, 2023 7:47 AM
To: Carole Kendrick <CKendrick@beaumontca.gov>
Subject: Banning Pointe Specific Plan EIR

Dear Ms. Kendrick.

I am writing you to express my opposition to the Banning Pointe Specific Plan. The reasons haven't changed from the last proposal to dedicate yet another huge parcel of land to more warehouse space - pollution, traffic congestion, and proximity to neighborhoods. The biggest concern is that the balance between urban and rural which first drew us to this community, is at risk with the constant proposals for warehouse. Our community has definitely been targeted by developers and I think there is much better use for this land which will not have so many negative impacts.

I respectfully ask the Planning Commission to NOT recommend acceptance of this proposal.

Patricia Wayne
412 Saddlerock
Beaumont
949-290-1811

From:	Sharon Geiser
To:	Carole Kendrick
Subject:	Banning Pointe Specific Plan EIR
Date:	Friday, November 17, 2023 12:07:19 PM

I oppose this project for the following reasons

Diesel Exhaust Air Pollution which is harmful to "sensitive receptors" (people).

- Diesel exhaust causes serious health conditions asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly.
- There will be hundreds of big-rig diesel trucks entering/offloading/parking/exiting each day. The diesel exhaust spreads to nearby Olivewood, Fairway Canyon, and other "sensitive receptor" neighborhoods.
- The spread of diesel exhaust will be more pronounced and widespread given that San Gorgonio Pass windy conditions will carry the exhaust even further into residential neighborhoods

Truck Traffic Congestion:

- Beaumont Pointe will cumulatively add hundreds more big-rig trucks to the existing truck traffic from the 10 million square feet of warehouses already built along 4th Street, not to mention the thousands of big-rig trucks proposed for the 20 million sq.ft. Legacy Highlands warehouse project. Thus residents will be looking at tens of thousands of big rig diesel trucks spilling onto our existing roadways which lack the capacity to handle this traffic, along with our existing resident cars and trucks.
- SR 60 and I10 traffic will become bottlenecks and endure standstill traffic for hours each day 24/7

Threat to our property values:

How can we protect our property values when these massive projects take over our area with air, noise, light and blight pollution, traffic congestion, as they erase our natural settings.

In Community,
Sharon Geisr
1689 Quiet Creek

From: cls4jesus@yahoo.com
To: Carole Kendrick; Candy Sterling
Subject: Beaumont Pointe mega warehouse project
Date: Monday, November 27, 2023 12:30:30 PM

Good afternoon Carole Kendrick;

I have been made aware of the Beaumont Pointe mega warehouse project and would like to share my concerns.

I oppose this project per the amount of land it will take to convert to the warehouse project and how many more vehicles it will house and employee cars causing immense pollution and traffic in our rural communityl. I can't imagine the amount of traffic that would prevent necessary evacuations if needed per fires or other emergencies that would gridlock our roads and have another Laheina , HI. It amazes me that our Constitution with its preamble of "we the people" means nothing anymore of our voices is making decisions. The UN Charter's preamble is "we the people determine"...making so many new projects from the agendas of the United Nations. I am so sad our nation and cities have turned to tyranny domination of money grabers and our loss of freedoms to enjoy a once free country to a controlled dictatorship.

please allow Beaumont to stay a free community and please hear the voices of the people who live here and pay the taxes that keep this city beautiful.

I pray your and our freedoms are not taken away and the beauty of our city for the sake of unrigtheous rule. We will all stand before Almight God one day regarding our stewardship of our duties we chose to live out for the welfare of mankind.

praying for you and the people of Beaumont. See you at the Planning Commission meeting.

take care and thank you for listening,

Candy Sterling