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JN 1195-002

MEMORANDUM

TO: Carole Kendrick, Planning Manager
City of Beaumont
550 East 6th Street
Beaumont CA, 92223

FROM: Nicole Morse, Esq., Principal

DATE: March 4, 2024

RE: Beamont Pointe Specific Plan – Supplemental CEQA Memorandum

The Project Applicant, JRT BP 1 LLC, is requesting approval of an annexation of 541.2 acres of unincorporated Riverside County properties within the Sphere of Influence of the City of Beaumont into the City; a pre-zone to establish a specific plan zone; amendment to 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 plus a 125 room hotel (approximately 90,000 square feet), for a total of approximately 5,331,000 square feet of commercial and industrial development, 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; a comprehensive sign program and the consideration of the Final Environmental Impact Report (Final EIR) including the Draft Environmental Impact Report (Draft EIR) and Statement of Overriding Considerations for the Beaumont Pointe Specific Plan Project (Project; SCH No. 2020099007).

Two Planning Commission hearings were held for the Project on November 29, 2023, and January 10, 2024. On January 10, 2024, the City of Beaumont Planning Commission recommended approval of the Project to the City Council with certain modifications. In response to the Planning Commission's recommendation for modifications, new and revised mitigation measures are being incorporated into the Project and other modifications to the project design features of the Project are being made, as specified below. The purpose of this memorandum is to explain and document the revisions to the project design features and mitigation measures, provide supplemental technical support, and update the Mitigation Monitoring and Reporting Program to reflect the changes. The revisions outlined below provide additional environmental protection and do not include significant new

information and do not meet any of the criteria set forth in Section 15088.5(a) of the State CEQA Guidelines requiring recirculation[1,2]; therefore, the EIR does not need to be recirculated prior to its certification.

I. AESTHETICS

At the November 29, 2023 Planning Commission Hearing, Commissioners asked questions related to aesthetics. Specifically, they asked whether the Project Applicant could 1) Enhance the City of Beaumont identity on the freeway signs; 2) provide more robust landscaping; 3) commit to enhanced industrial building design and use earthtone colors; and 4) prepare view simulations from dedicated locations. At the January 10, 2024 Planning Commission Hearing, the Project Applicant presented responses on each of the foregoing, including the view simulations shown below.

A. Freeway Signs

The Project Applicant has modified the design of the Freeway Oriented Pylon Signs to prominently welcome the public to the City of Beaumont by emphasizing the city name. The revised Freeway Oriented Pylon Sign conceptual illustration is provided in the Sign Program. The requested changes to the Freeway Oriented Pylon Signs would modify the content of the signs but would not modify the height or other characteristics of the signs analyzed in the EIR. See Draft EIR Section 4.1.6(a).

B. Landscaping

The Project Applicant has modified the Landscape Design Guidelines and Plant Palette to require the following design of the landscape screening on the north side of the Project:

- 50% of trees to be 36-inch box;
- Trees to be planted 25 feet on center in offset rows to create a "denser" screen and facilitate selective removal as trees mature;
- Trees to be planted at different elevations (top of building pad and staggered near top of manufactured slope) to create a visually dense, natural looking vegetation for more effective screening.

As discussed at the January 10, 2024 Planning Commission meeting, the Landscape Architect (Hunter Landscape) and the Fire Protection Consultant (Dudek) worked collaboratively to ensure that the Landscape Screen Plan is consistent with the fuel modification zones and the overall Fire Protection Plan, including selecting appropriate trees and groundcover in accordance with widely accepted fuel modification zone plant lists for Southern

[1] Under CEQA Section 15088.5 (a), "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; or (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

[2] Under CEQA Section 158088.5(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.

California, requiring tree limbs be pruned to at least four feet to avoid fuel laddering, spacing trees close enough to maximize screening while also minimizing fire hazard by having canopies too close together, and providing for ongoing maintenance. All Project landscape plans will be subject to review and approval by the City as part of the Plot Plan Review process. The modifications to the landscape program were carefully designed to provide further screening of the Project site from the SR-60 and further viewpoints, and to remain compliant with the requirements of the Fire Protection Program and does not provide significant new information. The City's review of landscape plans as part of the Plot Plan Review process will ensure that the Fire Protection Plan is complied with. No further analysis of impacts is required.

C. Building Design and Color Palette

The Project Applicant has changed the color palette for the industrial buildings from "light tones" and "gray tones" to "earth tones" within the Beaumont Pointe Specific Plan (Sections 4.2.2, 4.3.2 (5)). All Project building architecture design and colors will be reviewed and approved by the City as part of the Plot Plan Review process. Furthermore, the Beaumont Pointe Specific Plan provides Building Design Criteria (design, form, colors and textures, windows and doors) and Screening (loading docks, walls and fences, equipment, trash enclosures) in Sections 3.4.1, 4.2.2, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.3.6, and 4.3.8. The changes to the Building color palette will allow the buildings to blend into the surrounding hillsides and will not modify the other characteristics of the buildings described in the Specific Plan and EIR. No further analysis of impacts is required.

D. View Simulations

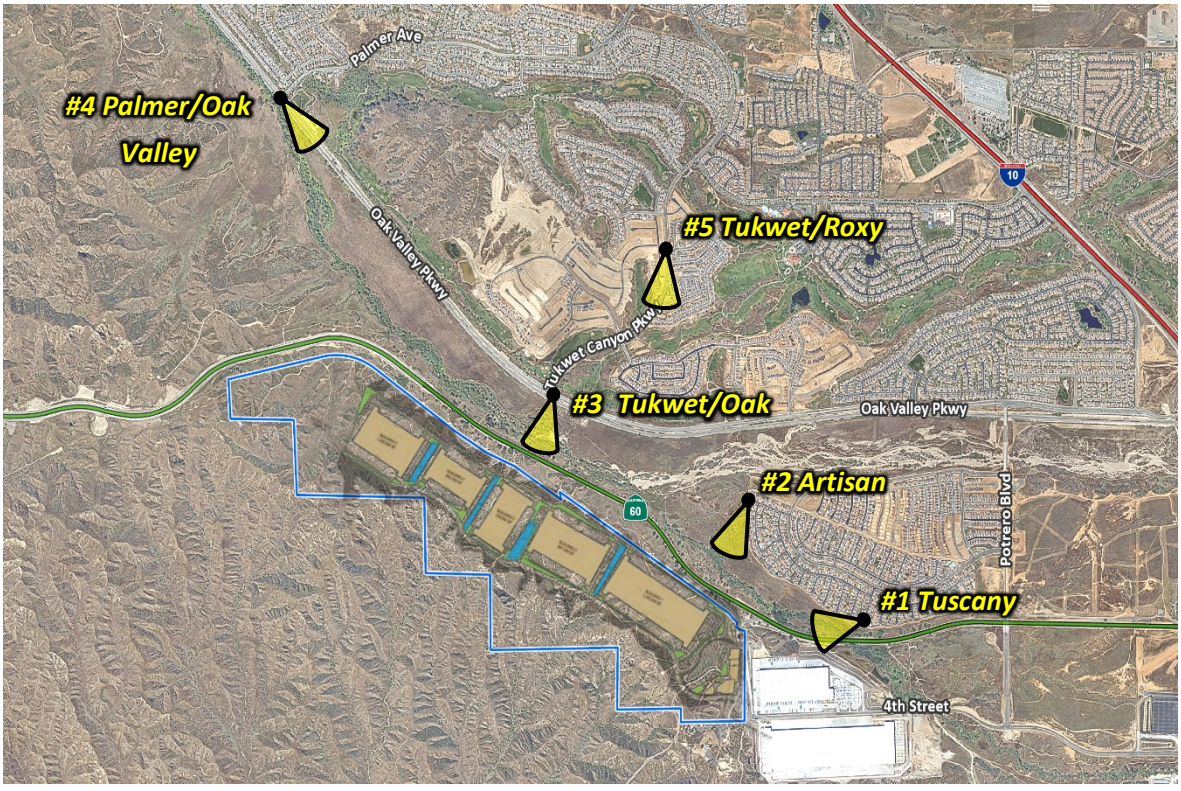
As shown in Section 4.1, *Aesthetics*, of the Draft EIR, Figure 4.1-1, *On-Site Visual Character*, the Draft EIR presents the existing setting of the Project site and depicts the hilly nature and natural landforms of the Project site. Section 4.1.1, *Existing Conditions*, of the Draft EIR discusses the Project's existing setting in relation to aesthetics. As discussed in Section 4.1, *Aesthetics*, the Project would not have the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway (refer to Page 4.1-10 of the Draft EIR). There are no rock outcroppings on the Project site, and the City has not designated any portion of the Development Site as a scenic resource. In addition, the Project is not located within or visible from any designated scenic roadways and there are no scenic resources in the Project site vicinity. (Refer to Pages 4.1-10 and 4.1-27 of the Draft EIR). The Project site includes and is in proximity to hillsides, ridges, canyons, and valleys; however, the City does not designate these natural landforms as scenic vistas. However, the City does generally recognize the value of ridgelines and hillsides as significant natural and visual resources. Specifically, the City's General Plan EIR states that special attention should be given to development proposals within the Badlands area, and projects that could affect views of, or otherwise alter ridgelines (Draft EIR, p. 4.1-9). As stated in the Draft EIR,

> *Therefore, 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 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.

Table 4.1-3 of the Draft EIR analyzes the consistency of the Project with the Land Use and Community Design Element of the City of Beaumont's General Plan and concludes that the Project does not conflict with the goals and policies, that Project would preserve the scenic views within the area and would not result in an impact on scenic vistas.

View simulations were presented at the Planning Commission Hearing on January 10, 2024, and are shown below. The images below show views that were photographed on a location map; existing views; and proposed view simulations that reflect the design grading plan, the conceptual building architecture and colors, and the Landscape Screen Plan with five-years and 10 years of plant growth after initial planting. The view simulations reinforce the analysis of aesthetic impacts in DEIR and the conclusion that there will be no significant visual impact with respect to preservation of scenic views within the area or scenic vistas.



View Simulation – Locations

Existing View – Tuscany Place

View Simulation at 5 Years – Tuscany Place

View Simulation at 10 Years – Tuscany Place

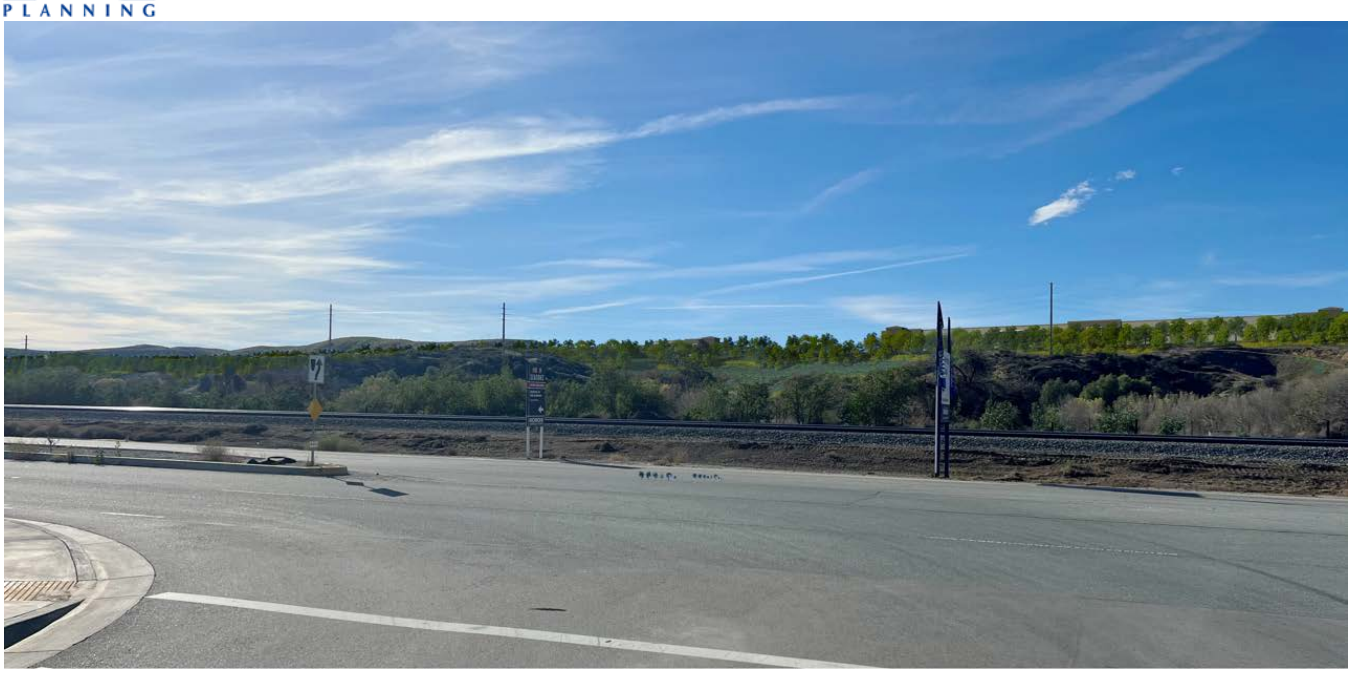
Existing View – Artisan Place

View Simulation at 5 Years – Artisan Place

View Simulation at 10 Years – Artisan Place

Existing View – Tukwet/Oak Valley

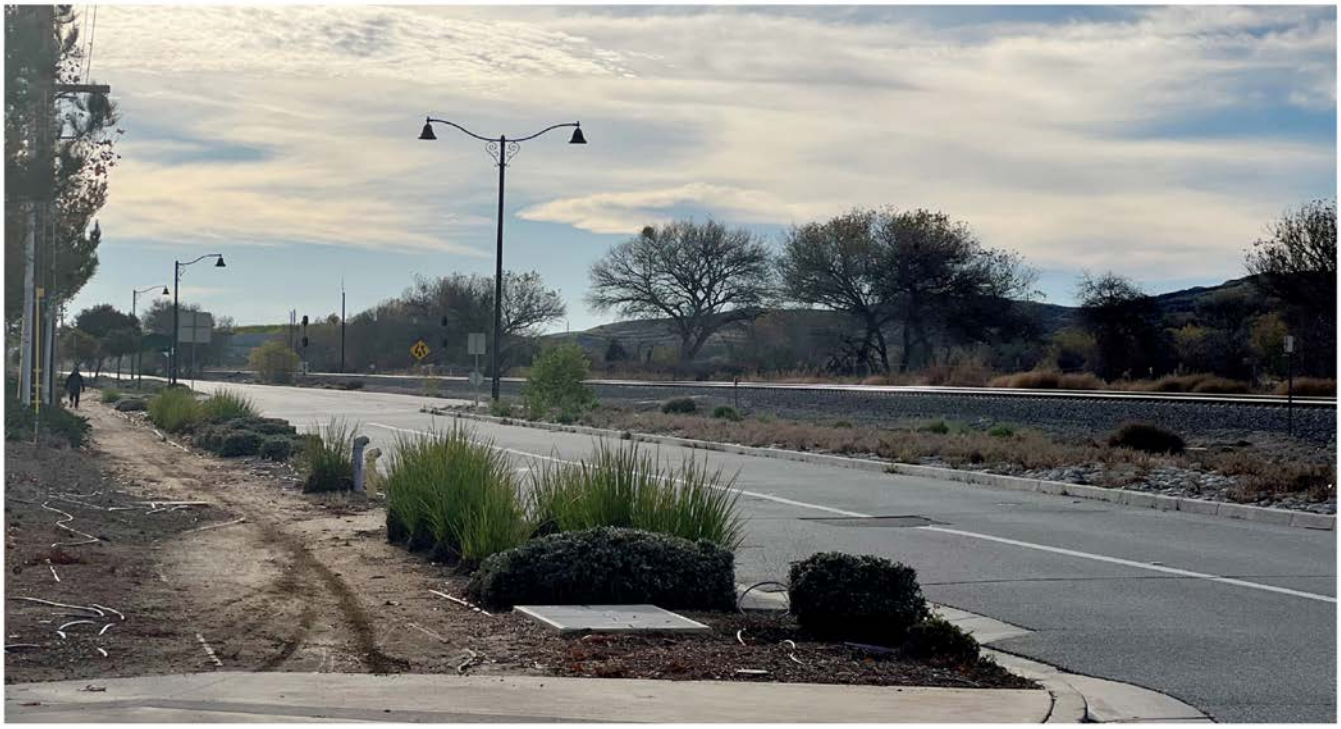
View Simulation at 5 Years – Tukwet/Oak Valley



View Simulation at 10 Years – Tukwet/Oak Valley

Existing View – Palmer/Oak Valley

View Simulation at 5 Years – Palmer/Oak Valley



View Simulation at 10 Years – Palmer/Oak Valley

Existing View – Tukwet/Roxy

View Simulation at 5 Years – Tukwet/Roxy

View Simulation at 10 Years – Tukwet/Roxy

E. Conclusion

The additional information provided above related to freeway signs, landscaping, building design and color result in further visual enhancement and buffering of the Project site from surrounding areas. The view simulations provide further visual evidence of the analysis in the EIR but do not modify the Project or its consistency with the Land Use and Community Design Element of the Beaumont General Plan nor does it modify the conclusions of the EIR that there is no significant impact with respect to visual character or scenic vistas. These modifications and view simulations do not result in a new significant environmental impact or substantial increase in severity of an environmental impact. Therefore, this does not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. The new measures do not change the findings in the Final EIR of no significant impact.

II. GREENHOUSE GAS EMISSIONS

As shown in Section 4.8, *Greenhouse Gas Emissions*, of the Draft EIR, the Project requires compliance with a variety of GHG reduction measures. Mitigation Measure MM 4.8-1 requires that the Project provide documentation during the plan check process demonstrating that the Project will implement measures identified in Table 4.8-6, which were obtained from the Riverside County Greenhouse Gas Emissions Screening Table or that the Project achieves equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures is required to be verified by the City prior to the issuance of the final Certificate of Occupancy. The Project as described in the Final EIR identified a minimum requirement of 581 points under the County of Riverside Climate Action Plan (CAP)(Refer to Draft EIR p. 4.8-38). The Final EIR and underlying technical GHG

emissions quantification is conservative and did not take credit for emissions reductions that would occur associated with the Project Design Features (PDFs) and Mitigation Measures (MMs) specified in the Final EIR, including, but not limited to:

- Installation of electric vehicle (EV) passenger vehicle charging stations (Table 4.8-6 & MM 4.8-1)
- Installation of conduit in tractor trailer parking areas to accommodate installation of EV truck charging stations and to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods and a sufficiently sized electrical room for additional panels (MMs 4.3-7 and 4.3-8)
- On-site idling of no more than three minutes per idling event (MM 4.3-4 & PDF 8-3)
- Electrification of truck bays serving refrigerated trucks (MM 4.3-9)
- Funding for Zero Emission (ZE) and Near Zero Emission (NZE) vans or trucks by providing a $1 per square foot lease credit to industrial tenants who purchase ZE or NZE vehicles (MM 4.3-12)

In addition, the Project Applicant has subsequently added the following project design features and measures:

- The industrial portion of the Project will meet LEED-ready requirements.
- Natural gas will be prohibited in the industrial buildings,
- New recycling measures
- An increase in the number of EV charging stations for passenger cars from 60 to 175 as required by the updated CalGreen Building Code requirements.

At the time the Draft EIR was prepared, only four mitigation measures (MM 4.3-10, MM 4.8-1, MM 4.3-6, and MM 4.8-1) were quantified to provide a conservative analysis of emissions reductions for Air Quality and Greenhouse Gas emissions. The Air Quality & Greenhouse Gas Evaluation (see *Attachment A* of this Memorandum) provides additional quantification of emissions reductions from project design features and mitigation measures described in the EIR but not quantified and from quantification of the new measures, which together would further reduce GHG emissions by 7,233.29 metric tons annually. In total, the Project would reduce GHG emissions by 10,506.27 metric tons annually. However, the Project would result in a total of approximately 53,404.80 $MTCO_2e$ per year and continue to result in a significant and unavoidable impact. The new measures further reduce impacts and do not result in a new significant environmental impact or substantial increase in severity of an environmental impact. Therefore, this does not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. The new measures do not change the finding in the Final EIR that there are no additional feasible mitigation 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.

To reflect the additional measures added in response to Planning Commission requested modifications, Mitigation Measure MM 4.8-1 has been revised and MM 4.8-2 is proposed to increase the number of points that would be implemented from the Riverside County Greenhouse Gas Emissions Screening Tables and to prohibit natural gas in the industrial and warehouse components of the Project, respectively.

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,~~ measures identified in ~~which were obtained from~~ the Riverside County

Greenhouse Gas Emissions Screening Tables, 2019 up to a minimum of 1,850 points. 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.

MM 4.8-2 The Project shall prohibit the use of natural gas in the industrial and warehouse components of the Project within Planning Areas 4 through 8, which shall be verified during plan check.

The revisions quantify reductions from existing measures, add recently adopted regulatory requirements, or make other minor modifications to the EIR that lessen GHG impacts without causing any new environmental impacts. Therefore, criteria for recirculation set forth in Section 15088.5(a) and (b) of the State CEQA Guidelines are not met.

III. TRANSPORTATION

In response to the Planning Commission's recommendations, the Project Applicant commits to prepare a Truck Traffic Demand Management Plan (see *Attachment B* of this Memorandum providing details regarding the scope of the proposed truck management plan), approved by the City, which will establish the actions that the Project Applicant will take to prohibit Project trucks from driving on Potrero (and Oak Valley Parkway) north of the Potrero/SR-60 Interchange. The Truck Traffic Demand Management Plan will include the following: lease provisions clearly identifying the required truck routes; CC&R restrictions with financial penalties for violations and City ability to enforce as third-party beneficiary; truck route maps provided to all drivers and posted in breakrooms and throughout the Project; and designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues. Accordingly, as shown below, new Mitigation Measure MM 4.17-2 has been incorporated into the Project.

MM 4.17-2 Prior to the issuance of occupancy permits for the first buildings in Planning Areas 4-8 (i.e., industrial/warehouse buildings), the Project Applicant shall prepare and submit a Truck Traffic Demand Management Plan to the Planning Department for approval in order to prohibit Project trucks from driving on Oak Valley Parkway or on Potrero Boulevard north of the Potrero/SR-60 Interchange. The Truck Traffic Demand Management Plan shall include, but is not limited to the following:

- Lease provisions clearly identifying the required truck routes;
- CC&R restrictions with financial penalties for violations and City ability to enforce as third-party beneficiary;
- Truck route maps provided to all drivers and posted in breakrooms and throughout the Project;
- Designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues;
- Annual reports to the City's Planning Department.

The revisions add an enforcement mechanism to ensure the Project's planned truck routes, which would not cause or result changes to or new environmental impacts. Therefore, the criteria for recirculation set forth in Section 15088.5(a) and (b) of the State CEQA Guidelines are not met.

IV. SUMMARY OF CHANGES

Mitigation Measure MM 4.8-1 has been updated to reflect the increase in the number of minimum points required from the Riverside County Greenhouse Gas Emissions Screening Tables. New Mitigation Measures MM 4.8-2 and MM 4.17-2 have been incorporated into the Project to prohibit natural gas in the industrial and warehouse components of the Project within Planning Areas 4 through 8and to restrict Project trucks from driving on Oak Valley Parkway and Potrero north of the Potrero/SR-60 Interchange, respectively. Therefore, the Project's Mitigation Monitoring Reporting Program (*Attachment C* of this Memorandum) has also been updated accordingly.

Attachment A:
Air Quality & Greenhouse Gas Evaluation

EXHIBIT H

MEMORANDUM

DATE: January 3, 2024
TO: Mike Masterson, JRT BP 1 LLC
FROM: Haseeb Qureshi
JOB NO: 12397-11 Supplemental AQ & GHG Evaluation

BEAUMONT POINT SPECIFIC PLAN AIR QUALITY (AQ) & GREENHOUSE GAS (GHG) EVALUATION

Mike Masterson,

Urban Crossroads, Inc. is pleased to provide the following Air Quality (AQ) & Greenhouse Gas (GHG) Evaluation for the Beaumont Point Specific Plan (**Project**). The following assessment is in response to comments received at the Planning Commission Hearing on November 29, 2023, that encouraged the Project to consider adding voluntary sustainability commitments to further reduce GHG emissions.

This evaluation serves to clarify the existing regulatory requirements, project design features (**PDFs**), and Draft Environmental Impact Report (**DEIR**) mitigation measures (**MMs**) that will reduce both AQ and GHG emissions. Additional mitigation measures have been identified that would also reduce both AQ and GHG emissions and will be incorporated into the Project. Lastly, this evaluation will further clarify the quantified GHG reduction from existing and proposed MMs.

EXISTING REGULATORY REQUIREMENTS

As summarized in the DEIR and underlying technical AQ and GHG appendices, the Project is required to comply with several existing regulatory requirements that will serve to reduce both AQ and GHG emissions, particularly from trucks associated with the Project, which is the largest contributor of emissions. The following regulatory requirements would reduce AQ and GHG emissions, it should be noted that this list is not exhaustive and there may be additional regulatory actions that exist or are being proposed that would further reduce AQ and GHG emissions from the Project's trucks.

SUMMARY OF REGUALTORY REQUIREMENTS THAT WOULD REDUCE AQ AND GHG EMISSIONS

The following summary includes existing regulatory requirements that would reduce AQ and GHG emission associated with the primary source of emissions from the Project – vehicular travel associated with trucks. The following list of regulatory requirements is not all inclusive and the purpose of this list is to highlight existing regulatory requirements that would have the greatest impact in reducing AQ and GHG emissions associated with the Project.

- 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 (1).
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent 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 (1).
- 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.
- 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 percent or 50 percent, 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.
- SCAQMD's Warehouse Indirect Source Review (ISR): SCAQMD 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 (2).

As shown, there are at least ten major regulatory requirements that would reduce AQ and GHG emissions associated with the Project but the amount of reduction cannot be quantified at this time.

Emissions Reductions from Project Design Features and Mitigation Measures

The DEIR includes fourteen AQ mitigation measures (MMs 4.3-3 through 4.3-16), an additional GHG mitigation measure (MM 4.8-1), and five project design features (PDFs 8-1 through 8-5) for a total of seventeen measures that collectively reduce GHG emissions from the Project.

At the time the DEIR was prepared, GHG reductions from only four of these measures were quantified (See footnotes to Table 4.8-10 of the DEIR). The reality is that the remaining thirteen mitigation measures identified in the DEIR would also reduce GHG emissions.

Additionally, the Project has also agreed to enhance existing measures and has decided to include additional measures that would further reduce GHG emissions.

Table 1 includes a summary of the GHG emissions presented in the DEIR for both Unmitigated (without MMs or PDFs) and Mitigated conditions previously identified. Table 1 also includes a quantification of reductions associated with the existing measures that were not previously quantified as well as the reduction from additional new measures. The footnotes to Table 1 include additional details on the source of additional reductions.

As shown on Table 1, the Project as quantified herein would reduce GHG emissions by 10,506.27 metric tons annually.

Climate Action Plan Checklist

The DEIR identified that the Project would achieve a minimum of 581 points pursuant to the County of Riverside Climate Action Plan Checklist. As noted in the DEIR, the County of Riverside Climate Action Plan Checklist only requires 100 points to be garnered. As summarized in the DEIR, the Project would exceed this requirement by 581%. With implementation of the additional measures identified in Table 1 with respect to providing additional electric vehicle (EV) charging stations for passenger vehicles and trucks, the Project would achieve up to an additional 1,320 points pursuant to the CAP Screening Tables, for a total of 1,901 total points, as such, the Project would have the potential to exceed the CAP requirements by 1,900%.

Attorney General's Additional Measures

As noted in the FEIR, the Project is in fact incorporating applicable measures from the Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* guidance document. Responses to Comment B-34 and D-31 provide additional detail. As noted in the FEIR, many of the recommended measures from the Attorney General are regional measures that are not feasible on the Project level. Notwithstanding, the Project will be consistent with measures recommended by the Attorney General, including, but not limited to:

- Requiring all on-site cargo handling equipment to be electric.
- Limiting the idling of trucks to three minutes.
- Installing solar photovoltaic systems.
- Constructing EV charging stations and providing EV infrastructure (for cars and trucks).
- Running conduit to designated locations for future EV truck charging stations.
- Requiring plug-in capability for TRUs if Cold Storage uses are constructed.
- Oversizing electrical rooms.
-

- Designing the industrial portion of the Project to meet LEED requirements.

TABLE 1: GHG EMISSIONS SUMMARY

Emission Source	Emissions (MT/yr)			
	Unmitigated Emissions from DEIR	**Mitigated Emissions from DEIR**	**Additional Quantified Reductions**	**Net Emissions**
Construction Emissions	1,200.61	1,200.61	0	1,200.61
Area Source Emissions	0.45	0.24	0	0.24
Energy Source	7,685.89	5,183.39	-1,620.36[1] -178[2]	3,385.03
Mobile Source	50,624.69	49,865.32	-1,188[3] -1,455[4] -398.92[5] -1,606.53[6]	45,216.87
TRUs	236.63	236.63	-23.66[7]	212.97
On-Site Equipment	922.58	922.58	0	922.58
Waste	3,051.27	3,051.27	-762.82[8]	2,288.45
Water Usage	188.96	178.05	0	178.05
Total CO_2e (All Sources)	63,911.07	60,638.09	-7,233.29	53,404.80

[1] Reduction quantified for new mitigation measure that would restrict natural gas to the industrial buildings.
[2] Reduction quantified for compliance with the CAP Checklist measures that require enhanced building energy efficiency.
[3] Reduction quantified for compliance with the CAP Checklist for installation of passenger vehicle EV charging stations. The DEIR assumed up to 60 charging stations would be provided, this has been revised in the FEIR to 175 EV charging stations that would be provided for passenger vehicle charging to comply with CalGreen Building Code requirements.
[4] Reduction quantified for MM 4.3-7 and 4.3-8, the assumption is that conduit will be provided and would facilitate up to 50 charging locations for trucks at the Project site.
[5] Reduction quantified for PDF 8-5 and MM 4.3-4 which has been revised in the FEIR to limit idling to 3 minutes on-site per idling event, for a total of 9 minutes of idling, compared to the assumed 5 minutes per idling event and 15 minutes of total idling assumed in the DEIR.
[6] Reduction quantified for MM 4.3-12 which would provide up to $4,995,000 in funding for EV Trucks, this could result in an additional 20 diesel trucks being replaced with electric trucks.
[7] Reduction quantified for MM 4.3-9 which requires all truck/dock bats that serve cold storage facilities to be electrified. This would reduce the time they would idle at the loading docks.
[8] Reduction quantified for CAP Measure S1.B.1 which requires separate recycling bins within each building and large external recycling collection bins. This measure is presumed to reduce solid waste by 25%.

REFERENCES

1. **Air Resources Board.** California's 2017 Climate Change Scoping Plan: The Strategy for Achieving Carlifornia's 2030 Greenhouse Gas Target. [Online] https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp_pp_final.pdf.
2. **South Coast Air Quality Management District.** Warehouse ISR Working Group. [Online] 2019. http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/whse_isr_8-23-19_final.pdf?sfvrsn=6.

ATTACHMENT A
EV CHARGING STATION CALCULATIONS

GHG Emissions Reduction from Electric Vehicle Charging Stations

Parameters		Unit
Estimating GHG Emissions Reductions from Replacement of Gasoline Vheicles with Electric Vehicles		
SCE Electricity Emission Factor[1]	0.16	MT CO_2e/MWH
Fuel Economy of Electric Vehicle[2]	2.50E-04	MWh/mi
Gasoline/Diesel CO_2e Emission while Running[3]	280	g/mi
Annual Energy Delivery per Parking Spot[4]	7.06	MWh/charging station/yr
Annual VMT Reduction per Parking Spot[5]	28,224	mi/charging station/yr
Number of Parking Spots Provided Chargers[6]	**175**	charging stations
Annual VMT Reduction from All Stations (Based on Charge)	4,939,200	mi/yr
Estimated Benefit from Installing On-Site Electric Vehicle Chargin Stations		
GHG Emissions of Gasoline/Diesel Vehicle[7]	1,382	$MTCO_2e$/yr
GHG Emissions of Electric Vehicle[8]	194	
Annual GHG Emissions Reductions	**1,188**	**$MTCO_2e$/yr**

[1] CO_2e weighted intensity factor for SCE accounts for CO_2 and CH_4 emissions rates under the 33% RPS for 2020.

[2] US Department of Energy, 2013. Benefits and Considerations of Electricity as a Vehicle Fuel. Available at: https://afdc.energy.gov/fuels/electricity_benefits.html

[3] Running exhaust emission rates for CO_2, CH_4, and N_2O were estimated using EMFAC2021 for light-duty gasoline and diesel-powered vehicles in Riverside County, aggregated for all models and speeds, averaged over all seasons in calendar year 2020. Emission rate was converted to CO_2e using the 4th Assessment Report Global Warming Potentials. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory

[4] Annual Energy Delivery and VMT reduction based on an average monthly energy delivery of 588 kWh per charging station for conventional Level 2 chargers, as estimated by the California Energy Commission. Available at: https://ww2.energy.ca.gov/2018publications/CEC-500-2018-020/CEC-500-2018-020.pdf

[5] Annual VMT reduction calculated as the annual energy delivery divided by the fuel economy of an electric vehicle.

[6] Number of charging stations based on project commitment.

[7] GHG emissions calculated using annual VMT reduction at all stations and CO_2e emission rate.

[8] GHG emissions calculated using annual VMT reduction at all stations , fuel economy of electric vehicles, along with SCE electricity CO_2e emission factor.

GHG Emissions Reduction from Electric Vehicle Charging Stations

Parameters		Unit
Estimating GHG Emissions Reductions from Replacement of Gasoline Vheicles with Electric Vehicles		
SCE Electricity Emission Factor[1]	0.16	MT CO_2e/MWH
Fuel Economy of Electric Trucks[2]	2.25E-03	MWh/mi
Gasoline/Diesel CO_2e Emission while Running[3]	873	g/mi
Annual Energy Delivery per Parking Spot[4]	126.00	MWh/charging station/yr
Annual VMT Reduction per Parking Spot[5]	56,000	mi/charging station/yr
Number of Parking Spots Provided Chargers[6]	50	charging stations
Annual VMT Reduction from All Stations (Based on Charge)	2,800,000	mi/yr
Estimated Benefit from Installing On-Site Electric Vehicle Chargin Stations		
GHG Emissions of Gasoline/Diesel Vehicle[7]	2,444	$MTCO_2e/yr$
GHG Emissions of Electric Vehicle[8]	989	
Annual GHG Emissions Reductions	**1,455**	**$MTCO_2e/yr$**

[1] CO_2e weighted intensity factor for SCE accounts for CO_2 and CH_4 emissions rates under the 33% RPS for 2020.

[2] Fuel Economy of Trucks available at:
https://ww2.arb.ca.gov/sites/default/files/2018-11/180124hdbevefficiency.pdf

[3] Running exhaust emission rates for CO_2, CH_4, and N_2O were estimated using EMFAC2021 for LHDT, MHDT, and HHDT gasoline and diesel-powered vehicles in Riverside County, aggregated for all models and speeds, averaged over all seasons in calendar year 2020. Emission rate was converted to CO_2e using the 4th Assessment Report Global Warming Potentials. Available at:
https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory

[4] Annual Energy Delivery and VMT reduction based on an average monthly energy delivery of 588 kWh per charging station for conventional Level 2 chargers, as estimated by the California Energy Commission. Available at:
https://ww2.energy.ca.gov/2018publications/CEC-500-2018-020/CEC-500-2018-020.pdf

[5] Annual VMT reduction calculated as the annual energy delivery divided by the fuel economy of an electric vehicle.

[6] Number of charging stations based on project commitment.

[7] GHG emissions calculated using annual VMT reduction at all stations and CO_2e emission rate.

[8] GHG emissions calculated using annual VMT reduction at all stations , fuel economy of electric vehicles, along with SCE electricity CO_2e emission factor.

Charger Type	Typical Power Output		
	Daily	Monthly	Annual
Level 2	19	570	6,840
DC Fast	350	10,500	126,000
PRIOR ASSUMPTION	19.6	588	7,056

6300

	Level 1	Level 2	DC Fast Charging
Connector Type[2]	J1772 connector 	J1772 connector 	CCS connector  CHAdeMO connector  Tesla connector 
Voltage[3]	120 V AC	208 - 240 V AC	400 V - 1000 V DC
Typical Power Output	1 kW	7 kW - 19 kW	50 - 350 kW
Estimated PHEV Charge Time from Empty[4]	5 - 6 hours	1 - 2 hours	N/A
Estimated BEV Charge Time from Empty[5]	40 - 50 hours	4 - 10 hours	20 minutes - 1 hour[6]
Estimated Electric Range per Hour of Charging	2 - 5 miles	10 - 20 miles	180 - 240 miles
Typical Locations	Home	Home, Workplace, and Public	Public

Attachment B:
Truck Traffic Demand Management Plan

URBAN | CROSSROADS

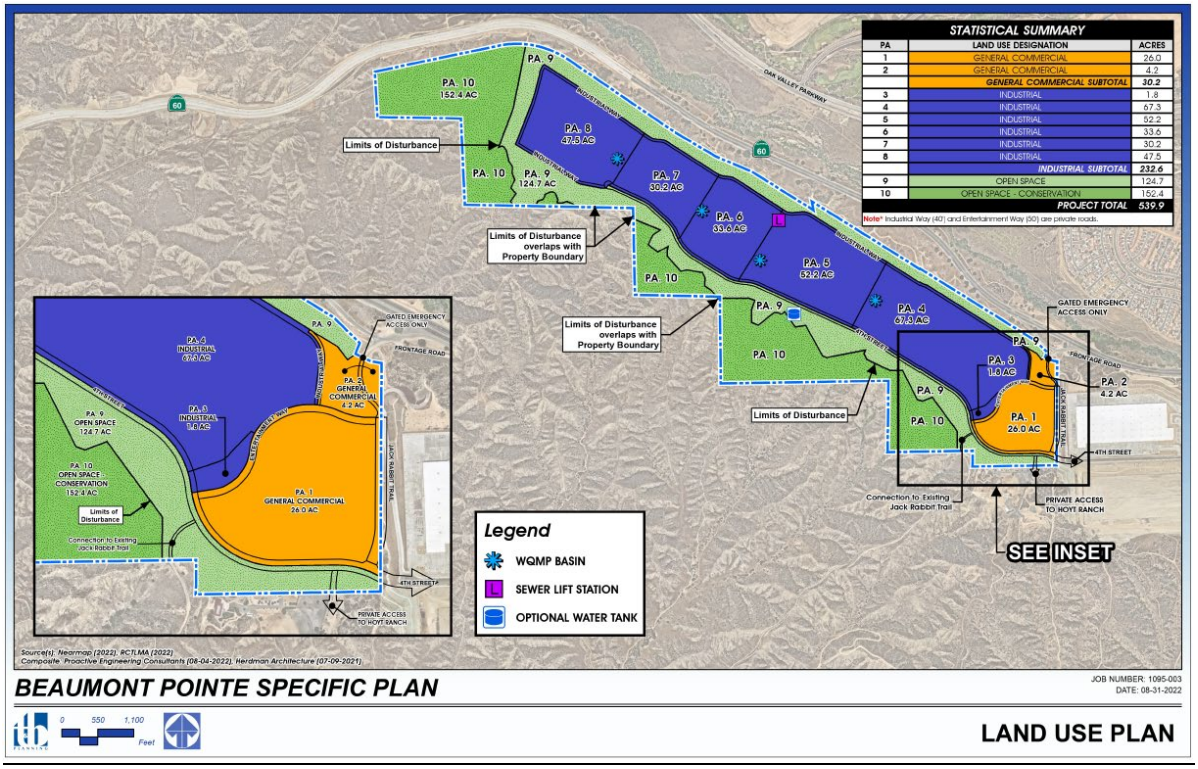
MEMORANDUM

DATE: December 19, 2023
TO: Philip W. Cyburt, CH Realty Partners, LLC
FROM: Jose Alire, Urban Crossroads Inc.

BEAUMONT POINTE TRUCK TRAFFIC DEMAND MANAGEMENT PLAN MEMORANDUM

Urban Crossroads, Inc. is pleased to submit this Truck Traffic Demand Management Plan (**TTDMP**) memorandum for the Beaumont Pointe development (**Project**). The development will be annexed into the City of Beaumont, as shown on **Exhibit 1** below. Measures proposed in the TTDMP focus on managing truck trips and preferred routes for the proposed Project and may be implemented following occupancy of the proposed Project. The TTDMP will also address recommendations for routing of Project truck traffic to the Project site before and after construction of Phase 2 of the Potrero Interchange improvements. ***This memorandum is intended to only describe elements typically included in TTDMP's.*** A full report will be provided when directed by the Client.

EXHIBIT 1: PROJECT LOCATION

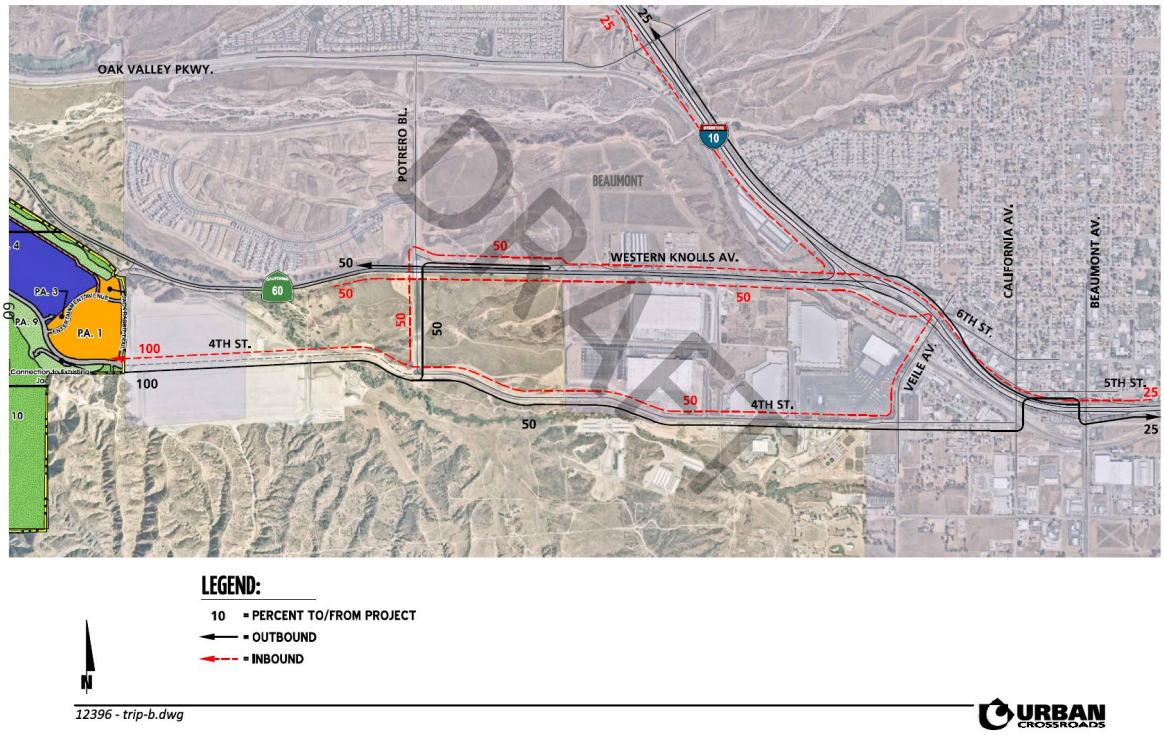


TRUCK TRAVEL DEMAND MANAGEMENT PLAN SCOPE

As previously stated, measures proposed in the TTDMP focus on managing truck traffic for the proposed Project and may be implemented following occupancy for each Phase of development. The following measures are typically included in TTDMP's:

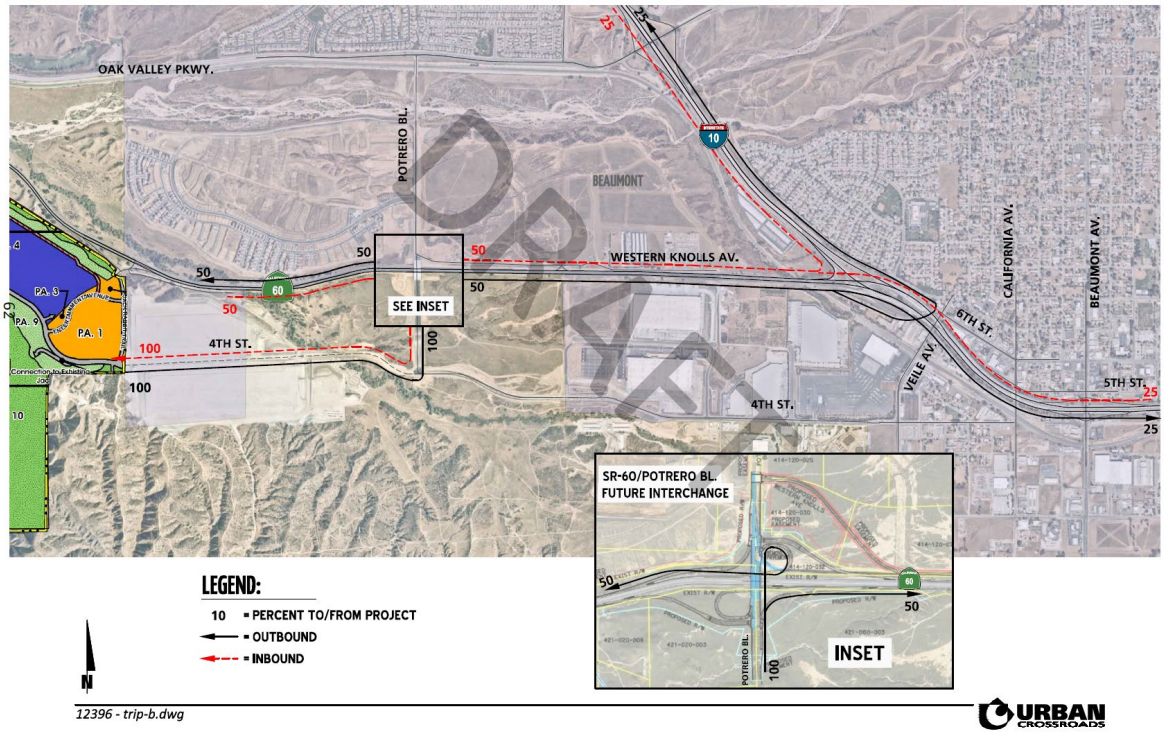
1. For the Opening Day/Phase 1 of the Project (Interim) - Truck routes ***before*** construction of the Phase 2 Portero Interchange improvements will be developed. The interim truck route shall be developed with input from City staff to ensure sensitive land use receptors are considered, and consistent with Planning Commission/City Council direction. The interim truck route will be consistent with the ***Project truck trip Distribution Without Potrero Boulevard Interchange Improvements*** per Exhibit 4-2 of the approved Traffic Impact Analysis (TIA) shown below. This interim truck route may also be used during construction of the Project.

EXHIBIT 4-2: PROJECT (TRUCK) TRIP DISTRIBUTION WITHOUT POTRERO BOULEVARD INTERCHANGE



2. Project Build-Out of the Project (Ultimate) - Truck route ***after*** construction of the Phase 2 Portero Interchange improvements will be developed. Similar to the interim phase, the ultimate truck route shall be developed with input from City staff to ensure sensitive land use receptors are considered, and consistent with Planning Commission/City Council direction. The ultimate truck route will be consistent with the ***Project truck trip Distribution With Potrero Boulevard Interchange Improvements*** per Exhibit 4-4 of the approved TIA shown below. This ultimate truck route may also be used during construction of the Project depending on the Project development schedule and the Phase 2 Potrero Interchange improvement schedule.

EXHIBIT 4-4: PROJECT (TRUCK) TRIP DISTRIBUTION WITH POTRERO BOULEVARD INTERCHANGE



3. Truck route maps shall be provided to all truck drivers.
4. Truck route signage shall be provided at each exit point/gate for loading areas.
5. Identify and provide recommendations for physical improvements (if any) to be implemented as part of the TTDMP program. Improvements to deter truck traffic may be implemented on routes where trucks should avoid, minimizing impacts of truck traffic to sensitive receptors. Additionally, improvements on preferred truck routes may be implemented to promote truck traffic on the City identified and preferred routes. The City Planning/Building Department may verify completion of physical TTDMP improvements as part of the Certificate of Occupancy process.
6. On-site traffic signing and striping should be implemented consistent with the provisions of the California Manual on Uniform Traffic Control Devices (**CA MUTCD**) and in conjunction with detailed plans for the Project site. Sight distance at each project access point should be reviewed with respect to Caltrans and City of Beaumont sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.
7. The warehouse building user/tenant shall also be required, by its lease agreement, to provide educational information to truck drivers about the required truck route as a normal course of the building's operational management.
8. Each warehouse building user/tenant shall also be required, by its lease agreement, to provide a TTDMP coordinator position. This position may be included as part of the TTDMP. The position of TTDMP coordinator for each Phase or building may be fulfilled by

the building owner/lessee, an employee, or third-party provider. The TTDMP coordinator responsibilities shall include:

- Identify proposed on-site TTDMP measures to be implemented and provide a list of the implementation measures to the City Planning Department.
- Develop and implement a TTDMP monitoring program. The TTDMP monitoring program shall identify truck route information, delivery hours, alternative routes, loading bay locations, trailer storage areas, and on-site circulation.
- Provide truck drivers with the necessary truck route information.
- Maintain on-site emergency vehicle access routes.
- Ensure all pedestrian routes are clear.
- Ensure all on-site bicycle routes are clear.
- Coordinate with the Logistics managers to minimize impacts to peak hour traffic flow and monitor freeway conditions.
- Periodically meet with City staff and local law enforcement to discuss issues, impacts due to trucks, and adherence to the designated truck routes.
- Coordinate with City staff and local law enforcement staff on any changes to city policies regarding truck routes, enforcement, and adjust information and signage for truck drivers as necessary.
- Develop site-specific enforcement mechanisms to manage truck deliveries, and adherence to the approved truck routes based on input from local law enforcement.
- Recommend technologies to monitor Project truck traffic such as License Plate Readers (LPR's) for specific locations.

CLOSING

Urban Crossroads, Inc. is pleased to provide this TTDMP memorandum for the proposed Project. If you have any questions or comments, I can be reached at jalire@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Jose Alire, P.E.
Senior Traffic Engineer

Attachment C:
Updated Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program
Beaumont Pointe Specific Plan Project

State Clearinghouse No. 2020099007

Prepared for:

City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Prepared by:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602
714-505-6360

February 2024

CEQA Requirements

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document that includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a Mitigation Monitoring and Reporting Program (MMRP) for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant environmental impacts. The appropriate reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code §21081.6).

The City of Beaumont will coordinate the monitoring of the mitigation measures and regulatory requirements with each applicable City department or division, while various City departments/divisions would be responsible for monitoring and verifying compliance of specific mitigation measures and regulatory requirements (see the beginning on page 4). Monitoring will include: 1) verification that each mitigation measure and regulatory requirement has been implemented; 2) recordation of the actions taken to implement each mitigation measure and regulatory requirement; and 3) retention of records in the project file.

Project Objectives

The objectives of the proposed Beaumont Pointe Specific Plan (the "Project") include the following:

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 improves 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 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.

Overview of the Project

The Project Applicant, JRT BP 1 LLC, proposes to entitle and develop the Beaumont Pointe Specific Plan Project described below (Project) on a 539.9-acre undeveloped site (Project site or site) located in unincorporated Riverside County, California (County) in the Sphere of Influence (SOI) of the City of Beaumont (City). 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 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. 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 of Beaumont Planning Division at the address above. 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). Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

Mitigation Monitoring and Reporting Plan

This MMRP delegates responsibilities for monitoring the implementation of the Beaumont Pointe Specific Plan Project mitigation measures and applicable regulatory requirements and allows responsible City entities flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure or regulatory requirement. The timing for monitoring and reporting is described in the monitoring and reporting summary table, below. Adequate monitoring requires demonstration of monitoring procedures and implementation of mitigation measures and regulatory requirements.

In order to enhance the effectiveness of the monitoring program, the City will utilize existing systems where appropriate. These inspectors are familiar with a broad range of regulatory issues and will provide first line oversight for much of the monitoring program during construction activities.

Program Changes

If minor changes are required to this MMRP, they will be made in accordance with the California Environmental Quality Act (CEQA) and would be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or minor modifications to mitigation measures that achieve the same or better end results. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code §21081.6.

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
4.1 AESTHETICS						
Threshold a: Would the Project have a substantial adverse effect on a scenic vista?	**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.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	PDF 1-1 shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	**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.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.2 AGRICULTURE AND FORESTRY RESOURCES						
Threshold a: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
Program of the California Resources Agency, to non-agricultural use?						
Threshold b: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: Would the Project conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold d: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold e: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
4.3 AIR QUALITY						
Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	**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 "PM10 Emissions from Paved and Unpaved Roads and	**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.	Project Applicant	City of Beaumont Planning Department	During construction	Significant and Unavoidable Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	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.	**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.	Project Applicant	City of Beaumont Planning Department	Prior to construction	
		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.	Project Applicant	City of Beaumont Planning Department	During construction and operation	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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.	Project Applicant	City of Beaumont Planning Department	During operation; Prior to the issuance of an occupancy permit	
		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.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of occupancy permits	
		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.	Project Operator	City of Beaumont Planning Department	Prior to issuance of occupancy permits	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		• 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.	Project Applicant	City of Beaumont Planning Department	During Construction Document Plan Check	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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.	Project Applicant	City of Beaumont Planning Department	During Project Design	
		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.	Project Applicant	City of Beaumont Planning Department	Prior to the issuance of occupancy permits	
		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.	Property Manager	City of Beaumont Planning Department	During Operation	
		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.	Project Applicant	City of Beaumont Planning Department	During Project Design	
		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.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of occupancy permits	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of grading 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.	Project Applicant/ Construction Contractor	City of Beaumont Planning Department	During Construction	
		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.	Construction Contractor	City of Beaumont Planning Department	During Construction	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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.	City of Beaumont Planning Department	City of Beaumont Planning Department	During Construction	
		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.	Project Applicant	City of Beaumont Planning Department	Prior to building final	
Threshold b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**RRs 3-1** through **3-3**, and **PDFs 8-1** through **8-5** shall apply.	**MMs 4.3-1** through **4.3-17** shall apply.	Refer to **MMs 4.3-1** through **4.3-17** above.	Refer to **MMs 4.3-1** through **4.3-17** above.	Refer to **MMs 4.3-1** through **4.3-17** above.	Significant and Unavoidable Impact
Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?	**RRs 3-1** through **3-3** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	**RR 3-3** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.4 BIOLOGICAL RESOURCES						
Threshold a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**RR 4-1** The Project Applicant is required to pay MSHCP development fees.	**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.	Project Biologist	City of Beaumont Planning Department	Prior to ground-disturbing activities	Less than Significant Impact
		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	Project Biologist	City of Beaumont Planning Department	Prior to ground-disturbing activities	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)		Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
			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.*	Project Contractor	City of Beaumont Department of Public Works	Prior to issuance of grading permits	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
Threshold b: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	**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.	**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.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of grading permits	Less than Significant Impact
Threshold c: Would the Project 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?	**RR 4-1**, **PDF 4-1** and **PDF 4-2** shall apply.	**MM 4.4-4** shall apply.	Refer to **MM 4.4-4** above.	Refer to **MM 4.4-4** above.	Refer to **MM 4.4-4** above.	Less than Significant Impact
Threshold d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	N/A	**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*	Project Contractor	City of Beaumont Department of Public Works	Prior to issuance of grading permits	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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				
Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**RR 4-1** shall apply.	**MM 4.4-2** shall apply.	Refer to **MM 4.4-2** above.	Refer to **MM 4.4-2** above.	Refer to **MM 4.4-2** above.	Less than Significant Impact
4.5 CULTURAL RESOURCES						
Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to Section 15064.5?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	N/A	**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. .	Project Applicant	City of Beaumont Community Development Department	Prior to issuance of grading permit	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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	Project Archaeologist	City of Beaumont Planning Department	Prior to ground-disturbing activities	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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				

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		issuance of a certificate of occupancy for the first building in each phase of ground disturbance.				
Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	**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.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.6 ENERGY						
Threshold a: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	**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	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	exceedance of the City of Beaumont Idling Ordinance.					
Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.7 GEOLOGY AND SOILS						
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides?	**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	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	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.					

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	•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.					
Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?	**RR 7-1** through **RR 7-4** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
Threshold c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	**RR 7-1** through **RR 7-4** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	**RR 7-1** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	N/A	**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.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of grading permits	Less than Significant Impact
		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.	Project Paleontologist	City of Beaumont Planning Department	Prior to grading and/or excavation activities	
		MM 4.7-3 Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays.	Project Paleontologist	City of Beaumont Planning Department	During construction	

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Fossil discovery and salvage shall occur as follows: a) Notification of fossil discoveries shall be immediately reported by the paleontologist or paleontological monitor to the City of Beaumont, the Project owner or developer, and the consulting company overseeing development of the Project. b) Paleontological salvage shall complete with professional standard protocols, as detailed in Section VII, Paleontological Resource Impact Mitigation Program in *Technical Appendix F2* of this Draft EIR. c) In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). d) The recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-washing of sediments to recover small invertebrates and vertebrates. e) The prepared specimens, along with relevant information, shall be curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center in Hemet, California). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. The City of Beaumont may select another repository if it so desires. f) A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location, shall be prepared. The report, when submitted to, and accepted by, the City of				

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		Beaumont, shall signify satisfactory completion of the project program to mitigate impacts to any potential non-renewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.				
4.8 GREENHOUSE GAS EMISSIONS						
Threshold a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**PDFs 8-1** through **8-5** shall apply.	**MMs 4.3-3** through **4.3-17** shall apply. **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 measures identified in the Riverside County Greenhouse Gas Emissions Screening Tables. 2019 up to a minimum of 1,850 points. 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.	Refer to **MMs 4.3-3** through **4.3-17** above. Project Applicant	Refer to **MMs 4.3-3** through **4.3-17** above. City of Beaumont Planning Department	Refer to **MMs 4.3-3** through **4.3-17** above. Prior to issuance of building permits	Significant and Unavoidable Impact
		MM 4.8-2 The Project shall prohibit the use of natural gas in the industrial and warehouse components of the Project within Planning Areas 4 through 8, which shall be verified during plan check.	Project Applicant	City of Beaumont Planning Department	During Plan Check Process	
Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	**MMs 4.3-3** through **4.3-17** and **MM 4.8-1** shall apply.	Refer to **MMs 4.3-3** through **4.3-17** and **4.8-1** above.	Refer to **MMs 4.3-3** through **4.3-17** and **4.8-1** above.	Refer to **MMs 4.3-3** through **4.3-17** and **4.8-1** above.	Significant and Unavoidable Impact
4.9 HAZARDS AND HAZARDOUS MATERIALS						
Threshold a: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
Threshold d: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.10 HYDROLOGY AND WATER QUALITY						
Threshold a: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	**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	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	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.					

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	•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,					

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
	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. **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.					
Threshold b: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
Threshold c: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: 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 off site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impeded or redirect flood flows?	**RR 10-1** through **RR 10-5** shall apply.	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
4.11 LAND USE AND PLANNING						
Threshold a: Would the Project physically divide an established community	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.12 MINERAL RESOURCES						
Threshold a: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
4.13 NOISE						
Threshold a: Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	N/A	No feasible mitigation measures exist.	N/A	N/A	N/A	Significant and Unavoidable Impact
Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
4.14 POPULATION AND HOUSING						
Threshold a: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
4.15 PUBLIC SERVICES						
Threshold a: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i. Fire Protection Services; ii. Police Protection Services; iii. School Services; iv. Parks; or v. Other Public Facilities	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
4.16 RECREATION						
Threshold a: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
4.17 TRANSPORTATION						
Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**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.	**MM 4.17-2** Prior to the issuance of occupancy permits for the first buildings in Planning Areas 4-8 (i.e., industrial/warehouse buildings), the Project Applicant shall prepare and submit a Truck Traffic Demand Management Plan to the Planning Department for approval in order to prohibit Project trucks from driving on Oak Valley Parkway or on Potrero Boulevard north of the Potrero/SR-60 Interchange. The Truck Traffic Demand Management Plan shall include, but is not limited to the following: • Lease provisions clearly identifying the required truck routes; • CC&R restrictions with financial penalties for violations and City ability to enforce as third-party beneficiary; • Truck route maps provided to all drivers and posted in breakrooms and throughout the Project; • Designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues; • Annual reports to the City's Planning Department.	Project Applicant	City of Beaumont Planning Department	Prior to issuance of occupancy permits	Less than Significant Impact
Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	N/A	**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.	Project Applicant	City of Beaumont Department of Public Works	Prior to issuance of building permits	Significant and Unavoidable Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
		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.				
Threshold c: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project result in inadequate emergency access?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
4.18 TRIBAL CULTURAL RESOURCES						
Threshold a: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical 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	**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	**MMs 4.5-1** and **4.5-2** shall apply.	Refer to **MMs 4.5-1** and **4.5-2** above.	Refer to **MMs 4.5-1** and **4.5-2** above.	Refer to **MMs 4.5-1** and **4.5-2** above.	Less than Significant Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
to a California Native American tribe?	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.					
4.19 UTILITIES AND SERVICE SYSTEMS						
Threshold a: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold b: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact

Potential Impacts	Regulatory Requirements (RR) and Project Design Features (PDF)	Mitigation Measures (MMs)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After MMs, RRs, and PDFs
4.20 WILDFIRE						
Threshold a: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	No mitigation is required.	N/A	N/A	N/A	No Impact
Threshold b: Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold c: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact
Threshold d: Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability or drainage change?	N/A	No mitigation is required.	N/A	N/A	N/A	Less than Significant Impact