5.7 GREENHOUSE GAS EMISSIONS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to greenhouse gas emissions because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Greenhouse Gas (GHG) Emissions Section of this Draft PEIR has been based on the *General Plan Update EIR GHG Analysis Findings* prepared by Raimi and Associates (Appendix E).

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment and conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

In response to the Notice of Preparation, the City received comment letters from the South Coast Air Quality Management District, Ron Roy, and the Southwest Regional Council of Carpenters regarding GHG emissions. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding GHG emissions at the Project's public scoping meeting.

5.7.1 Setting

Climate change is a term used to describe large-scale shifts in patterns in earth's climate system, and is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past. Although the climate has historically responded to natural drivers, recent climate change has been unequivocally linked to increasing concentrations of GHGs in earth's atmosphere. (SB 2015, p. 2.)

Gases that trap heat in the atmosphere are called "greenhouse gases" because they transform the light of the sun into heat, similar to the glass walls of a greenhouse. Human-generated GHG emissions significantly contribute to the changes in the global climate, which have a number of physical and environmental effects. Effects associated with global climate change include sea level rise, increase in frequency and intensity of droughts, and increased temperature. In California, climate change effects also include increased risk of large wildfires, exacerbation of air quality problems, and an increase in extreme weather events. Increased GHG emissions are largely the result of increasing energy consumption, particularly through the combustion of fossil fuels. (SB 2015, p. 2.)

The Intergovernmental Panel on Climate Change (IPCC) assesses scientific, technical, and socioeconomic information relevant to the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC identifies six key GHG compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorocarbons (PFC), sulfur hexafluoride (SF_6),and hydrofluorocarbons (HFC). The first three (CO_2, CH_4, N_2O) are emitted by common activities, such as on-road travel, and are reported in this Plan as described further below. (SB 2015, p. 2.)

Each GHG has a different capacity to trap heat as well as different atmospheric lifetimes. Therefore, the global warming potential (GWP) of each GHG is compared with a reference gas. Carbon dioxide is the reference gas used for GWP, and has a GWP of one. Methane's GWP of 21 indicates that methane has 21 times greater warming affect than CO_2 on a molecule per molecule basis. GHG emissions are generally reported in metric tons (MT) of CO_2 equivalents (CO_2e). A CO_2e is calculated using the mass emissions of an individual GHG multiplied by its GWP. The calculation of the CO_2e is a consistent methodology for comparing GHG emissions, since it normalizes various GHG emissions to a consistent reference gas. (SB 2015, p. 2.)

Carbon Dioxide (CO_2) is the most common anthropogenic GHG and accounts for more than 75 percent of all GHG emissions caused by humans. Its atmospheric lifetime of 50 to 200 years means that atmospheric concentrations of CO_2 will remain elevated for decades, even after mitigation efforts to reduce GHG concentrations are implemented. The primary sources of anthropogenic CO_2 in the atmosphere include the burning of fossil fuels (including motor vehicles), gas flaring, cement production, and land use changes (e.g., deforestation, oxidation of elemental carbon). CO_2 can be removed from the atmosphere by photosynthetic organisms (e.g., plants and certain bacteria). Atmospheric CO_2 has increased from a preindustrial concentration of 280 parts per million (ppm) to 397 ppm in 2014. (SB 2015, pp. 2-3.)

Methane (CH_4), the main component of natural gas, is the second most abundant GHG. CH_4 has a GWP of 25. Sources of anthropogenic emissions of CH_4 include combustion of natural gas, burning fossil fuels, landfill outgassing, certain agricultural practices, and mining coal. Certain land uses also function as a both a source and sink for CH_4. For example, the primary terrestrial source of CH_4 are wetlands, whereas undisturbed, aerobic soils act as a CH_4 sink (i.e., they remove CH_4 from the atmosphere). Atmospheric CH_4 has increased from a pre-industrial concentration of 715 parts per billion (ppb) to 1,820 ppb in 2014. (SB 2015, p. 3.)

Nitrous Oxide (N_2O) is a powerful GHG, with a GWP of 298. Anthropogenic sources of N_2O include combustion of fossil fuels, agricultural processes (e.g., fertilizer application), and nylon production. In the United States more than 70 percent of N_2O emissions are related to agricultural soil management practices, particularly fertilizer application. N_2O concentrations in the atmosphere have increased nearly 21 percent, from pre-industrial levels of 270 ppb to 326 ppb in 2014. (SB 2015, p. 3.)

Effects of Climate Change

Agriculture

Global climate change can cause drought, higher temperatures, saltwater contamination through rising sea levels, flooding, and increased risk of pests. Because California feeds not only its own residents, but the entire U.S. and other countries as well, production declines could lead to food shortages and higher prices. (OAG 2020, webpage)

Forest and Biodiversity

Forest and rangelands cover over 80% of California's 100 million acres. Climate change will affect tree survival and growth, reducing these lands' productivity and changing their habitats. In addition, climate change makes forests more vulnerable to fires by increasing temperatures and making forests and brush drier. Today's fire season in the western United States starts earlier, lasts longer, and is more intense than in the last several decades. Wildfire occurrence statewide could increase several fold by the end of the century, increasing fire suppression and emergency response costs and damage to property. (OAG 2020, webpage)

California is one of the most biologically diverse regions of the world, with the highest number of unique plant and animal species of all 50 states and the greatest number of endangered species. Climate change will adversely affect plant and wildlife habitats and the ability of the State's varied ecosystems to support clean water, wildlife, fish, timber and other goods and services. (OAG 2020, webpage)

Public Health

Californians already experience the worst air quality in the nation. Hotter temperatures lead to more smog, which can damage lungs, and increases childhood asthma, respiratory and heart disease and death. Certain segments of the population are at greater risk, including the elderly, infants, persons with chronic heart or lung disease, people who can't afford air conditioning, and those who work outdoors. As temperatures rise, the number of days of extreme heat events also will rise, causing increases in the risk of injury or death from dehydration, heatstroke, heart attack and respiratory problems. (OAG 2020, webpage)

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health, and could lead to more heat-related deaths, especially for vulnerable populations. (Beaumont 2040 Plan, p. 238.)

Sea Level Rise

The sea level along California's coasts has risen nearly eight inches in the past century and is projected to rise by as much as 20 to 55 inches by the end of the century. A 55-inch sea level rise could put nearly half a million people at risk of flooding by 2100, and threaten property and infrastructure, including roadways, buildings, hazardous waste sites, power plants, and parks and tourist destinations. (OAG 2020, webpage)

As sea levels rise, saltwater contamination of the State's delta and levee systems will increase. Saltwater contamination of the Sacramento/San Joaquin Delta will threaten wildlife and the source of drinking water for 20 million Californians. Farmland in low areas may also be harmed by salt-contaminated water. (OAG 2020, webpage)

Water Resources

The Sierra Nevada snowpack functions as the most important natural reservoir of water in California. Under current conditions, the snowpack is created in fall and winter and slowly releases about 15 million acre-feet of water in the spring and summer, when California needs it most. California's dams and water storage facilities are built to handle the snow melt as it happened in the past. Higher temperatures are now causing the snowpack to melt earlier and all at once. Earlier and larger releases of water could overwhelm California's water storage facilities, creating risk of floods and water shortages. (OAG 2020, webpage)

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15% by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall. (Beaumont 2040 Plan, p. 239.)

GHG Emissions Inventory

The City prepared community and municipal inventories for the year 2012. The community inventory includes the GHG emissions that result from activities within the community the City serves. In 2012, the City produced 275,302 $MTCO_2e$ emissions.

As shown in **Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory**, the On-Road Transportation sector accounted for the greatest percentage of emissions, contributing 62 percent (170,157 $MTCO_2e$) of the City's emissions. The Residential Energy sector was the second-largest contributor to emissions in 2012 (20 percent), producing 56,099 $MTCO_2e$. The Commercial/Industrial Energy sector contributed 12 percent of emissions, and the remaining sectors (Water, Solid Waste, Wastewater, and Off-road Sources) accounted for less than 10 percent of total emissions.

Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory

Sector	Emissions ($MTCO_2e$)	Percentage of Inventory
On-Road Transportation	170,157	61.8%
Residential Energy	56,099	20.4%
Commercial Energy	32,222	11.7%
Water	9,624	3.5%
Solid Waste	5,648	2.1%
Wastewater	1,164	0.4%
Off-Road Source	388	0.1%
Total	**275,302**	**100%**

Source: Sustainable Beaumont, Table 2

5.7.2 Related Regulations

Federal Regulations

United States Environmental Protection Agency

In 2007, the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) has authority to regulate GHGs (Massachusetts v. Environmental Protection Agency, Docket No. 05–1120). As such, the U.S. Supreme Court ruled that the USEPA is allowed to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA). (SB 2015, p. 4.)

USEPA and National Highway Traffic Safety Administration (NHTSA) Joint Rulemaking for Vehicle Standards

In April 2018, the USEPA signed the Mid-term Evaluation Final Determination, which finds that the model years 2022 to 2025 GHG standards are not appropriate and should be revised (88 FR 16077). This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022 to 2025 light-duty vehicles. On August 24, 2018, the USEPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards (NHTSA 2018). On March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). California has filed lawsuits against the USEPA over the

amendments and repeal of the waiver. As of the time of this writing, the outcome of the lawsuits were still pending.[1]

State Regulations

California Air Resources Board

The California Air Resources Board (CARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control and climate change programs within California. In this capacity, CARB conducts research, sets California ambient air quality standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. (SB 2015, p. 4.)

Executive Order S-3-05

On June 1, 2005, California Governor Arnold Schwarzenegger announced Executive Order S-3-05, which contains following GHG emissions targets (SB 2015, p. 4.):

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Executive Order B-30-15

On April 29, 2015, California Governor Jerry Brown announced through Executive Order B 30 15, the following GHG emissions target (SB 2015, p. 5.):

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels

The emission reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050.

Assembly Bill 1493, Clean Car Standards

Known as “Pavley I,” AB 1493 standards were the nation’s first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (previously referred to as “Pavley II,” now referred to as the “Advanced Clean Cars” measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020). (SB 2015, p. 5.)

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006

AB 32 required CARB to reduce statewide GHG emissions to 1990 level by 2020. As part of this legislation, CARB was required to prepare a “Scoping Plan” that demonstrates how the State will achieve this goal. The Scoping Plan was adopted in 2011 and in it, local governments were described as “essential partners” in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005—2008 levels by 2020. (SB 2015, p. 5.)

[1] https://oag.ca.gov/news/press-releases/attorneys-general-becerra-james-sue-trump-administration-unlawfully-cutting; https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s

Senate Bill 32 (SB 32)

AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded the goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030. CARB's 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources (CARB 2017, pp. 5-6).

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines. CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010. CEQA Guidelines Section 15183.5 describes the criteria needed in a GHG reduction plan that would allow for the tiering and streamlining of CEQA analysis for development projects. A plan for the reduction of GHG emissions must contain the following 5 components to be qualified for tiering CEQA documents (SB 2015, pp. 5-6.):

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
- Be adopted in a public process following environmental review.

On December 28, 2018, OPR approved amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments clarifies that GHG emissions are cumulative and recognizes the Newhall Ranch decision. CEQA Guidelines Section 15064.4 clarifies that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of a project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for that project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. The lead agency may consider a project's consistency with the State's long-term climate goals

or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Executive Order S-1-07, Low Carbon Fuel Standard (LCFS)

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that an LCFS for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. (SB 2015, p. 6.)

In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030.[2] The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order S-13-08, The Climate Adaptation and Sea Level Rise Planning Directive

Executive Order S-13-08 provides clear direction for how the state should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change (SB 2015, p. 6.):

- Initiate California's first statewide Climate Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions. (SB 2015, p. 6.)

The California Energy Commission (CEC) adopted 2019 Standards which became effective January 1, 2020. The 2019 Standards will reduce energy use by seven and 30 percent for residential and non-

[2] https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about

residential buildings, respectively (CEC 2019, p. 1.). The 2019 Standards also require residential buildings to included photovoltaic (PV) systems.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds (VOC) emitting materials, strengthen water conservation, and require construction waste recycling. (SB 2015, p. 7.)

The 2019 CALGreen Code also became effective January 1, 2020 (CBSC 2019, webpage). The 2019 CALGreen Code requires, among other things, waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 65 percent diversion of construction and demolition waste from landfills. Site development measures include electric vehicle charging facilities and bicycle racks. Water reduction measures include: the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies.

Senate Bill 375, Sustainable Communities Strategy (SCS)

SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs). The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. (SB 2015, p. 7.)

SB x7-7

SB x7-7 required water suppliers to reduce urban per capita water consumption 20 percent from a baseline level by 2020. (SB 2015, p. 7.)

Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) required energy providers to derive 33 percent of their electricity from qualified renewable sources by 2020. This is anticipated to lower emission factors (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state; however, potential GHG reductions from this legislation were not applied to the electricity in Southern California Edison (SCE) service territory due to the uncertainty in SCE's generation sources after the closure of the San Onofre Nuclear Generating Station. (SB 2015, p. 7.)

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB 100 2018)

Senate Bill 605 and Senate Bill 1383

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane, are powerful climate forcers that have a dramatic and detrimental effect on air quality, public health, and climate change. These pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide. Senate Bill 605 (SB 605) and Senate Bill 1383 (SB 1383) required CARB to complete a comprehensive strategy to reduce emissions of SLCPs by 2030. In March 2017, CARB approved the Short-Lived Climate Pollutants Reduction Strategy that lays out a range of options to reduce SLCP emissions in California, including regulations, incentives, and other market-supporting activities. The SLCP Strategy was also informed the 2017 Scoping Plan. The SLCP Reduction Strategy includes organic waste diversion targets for 2020 and 2025 consistent with SB 1383 to reduce methane emissions from landfills. It requires CalRecycle, in consultation with CARB, to adopt regulations to achieve statewide disposal targets to reduce landfilling of organic waste by: (1) 50 percent from the 2014 level by 2020, and (2) 75 percent from the 2014 level by 2025. Under SB 1383, of the edible food destined for the organic waste stream, not less than 20 percent is to be recovered to feed people in need by 2025. (CARB 2017, pp. 3, 90.).

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the CEC to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20% of the buyers had opted for the solar option. (SB1 2006)

Assembly Bill 939 and Assembly Bill 341

Assembly Bill 939, The California Integrated Waste Management Act of 1989, which was later modified by AB 341, required each jurisdiction within the state to include the following:

- Diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities
- Diversion of 50% of all solid waste on and after January 1, 2000
- Source reduction, recycling, and composting of 75% of all sold waste on or after 2020 and annually thereafter

The California Department of Resources Recycling and Recovery (CalRecycle) was required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal. (CalRecycle 2020, webpage)

Regional Regulations

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation greenhouse emissions reduction targets for the Southern California Association of Governments (SCAG) (SB 2015, pp. 7-8;

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's SCS is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels (SCAG 2016, p. 153.). This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are 8 percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035. (SCAG 2020, p. 138.)

Connect SoCal SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region. (SCAG 2020, p. 138.)

South Coast Air Quality Management District

SCAQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Planning Area. SCAQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and state government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. (SCAQMD 2008a, p. 2.) As to all other projects where the SCAQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 $MTCO_2e$ per year for industrial stationary source projects.

For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA

exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets (SCAQMD 2008b, pp. 3-10 – 3-18.). According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 MT CO_2e/year depending on if the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a percent emission reduction target; instead it referenced the San Joaquin Valley Air Pollution Control District (SJVAPCD) approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize an efficiency target for 2020 of 4.8 metric tons per service population per year for project level thresholds (SCAQMD 2010, pp. 3-5.).

Local Regulations

Sustainable Beaumont Plan

In 2015, the City of Beaumont developed and approved *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

5.7.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential GHG impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential GHG impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD11 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Beaumont 2040 Plan, Chapter 4 – Mobility

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

Policy 4.7.2 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

Policy 4.7.3 Actively identify and implement parking solutions that are sensitive to the environmental and aesthetic goals of the City and the Beaumont Downtown Area Plan.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for

residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M14 Traffic Calming Measures in Downtown. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.
- Be consistent with the Downtown Area Plan.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

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

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and

design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Policy 11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Revised Zoning Ordinance

The Revised Zoning Ordinance adds Section 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential GHG impacts.

5.7.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or,
- (Threshold B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.7.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential GHG impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Raimi and Associates (R+A) estimated the potential GHG impacts associated with population and job growth facilitated by the land use designations proposed under the Beaumont 2040 Plan using State targets to establish thresholds of significance (Appendix G). For the purposes of this evaluation, GHG emissions per service population (population and employment) were used.

Forecast GHG emission levels were estimated for 2040 using population, housing, and employment forecasts developed for the Planning Area and consistent with the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1). **Table 5.7-B – Beaumont 2040 Plan Demographic Projections**, below, shows this data. Mobile source emissions were estimated based on daily vehicle miles traveled (VMT) data from the TIA, and the CARB emissions factor (EMFAC) model was used to estimate vehicle emissions associated with VMT. These estimates include the effects of existing State and city regulations, representing an "Adjusted Business-as-Usual" forecast. The forecast accounts for implementation of State programs to reduce emissions locally (e.g., Assembly Bill 1493, Senate Bill 100, and incremental improvements in Title 24) and of existing local programs to reduce emissions (e.g., water efficiency measure). (R+A, p. 1)

Table 5.7-B – Beaumont 2040 Plan Demographic Projections

	2018 (Baseline)	2030	2040 (Buildout)
Households	14,394	28,825	40,851
Population	49,630	91,944	127,205
Jobs	10,377	25,525	38,149
Service Population	**60,007**	**117,469**	**165,354**

Source: R+A, Table 1

The baseline conditions modeling assumed the year 2018 and the future Beaumont 2040 Plan modeling year assumed 2040. For comparison, 2020 and 2030 GHG emissions were estimated to compare to the State target defined in AB 32 and SB 32, 15 percent below 1990 levels by 2020 and 40 percent below 1990 levels by 2030. (R+A, p. 2) The GHG emissions results are shown in **Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)**, below.

Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)

Sector	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)
Residential Electricity	28,611	27,916	26,967	12,280
Residential Natural Gas	27,677	32,301	49,305	67,493
Nonresidential Electricity	22,819	23,719	26,735	12,991
Nonresidential Natural Gas	3,957	4,920	8,781	12,801
On-Road Transportation	249,364	286,315	472,645	547,663
Landfilled Waste	12,030	13,950	21,154	29,778
Water/Wastewater	88,603	85,849	55,864	26,212
Total	**433,062**	**475,014**	**661,535**	**709,218**

Source: R+A, Table 2

Although local governments have broad influence and exclusive authority over some activities that contribute to statewide GHG emissions, there are no state-mandated GHG reduction targets for individual cities or counties. However, there are several common approaches for assessing consistency with statewide GHG reduction targets for plan level assessments as well as project level assessments. (R+A, p. 2.)

reasonable way of evaluating emissions and is the industry standard in the climate action planning field. (R+A, p. 3.)

However, using a per capita emissions target would not represent a useful threshold for determining whether future commercial and industrial development projects contribute their fair share towards meeting City emission targets. In order to facilitate subsequent project-level analysis of future residential, commercial, and industrial projects, this analysis uses a per service population threshold. (R+A, p. 3.)

To determine the significance thresholds, three steps were taken. First, the analysis used the 2017 Scoping Plan to establish current conditions for emissions. Then the analysis reviewed existing State policies including AB 32, SB 32 and Executive Order S-03-05 (80% reduction by 2050) to calculate the State target emissions reductions based on the adopted policies. Finally, the analysis established the thresholds of significance based on the State's target emissions. For 2040, the threshold is 2.0 $MTCO_2e$ per service population. (R+A, p. 3.)

The significance thresholds determined by R+A are shown below in **Table 5.7-D – GHG Thresholds in $MTCO_2e$**.

Table 5.7-D – GHG Thresholds in $MTCO_2e$

	2018 (Baseline)	2020	2030	Adjusted 2040 (Buildout)
State Reduction Target	NA	15% below 1990 levels	40% below 1990 levels	60% below 1990 levels
Target per Service Population	5.6 $MTCO_2e$	5.6 $MTCO_2e$	3.2 $MTCO_2e$	2.0 $MTCO_2e$
Beaumont GHG per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$

Source: R+A, Table 3

In order to determine the GHG impacts of the full buildout of the Beaumont 2040 Plan, R+A calculated the Adjusted Business-as-Usual (ABAU) emissions based on the Beaumont 2040 Plan growth projections and baseline year 2018 emissions. The ABAU forecast accounts for the impacts of adopted State climate action policies on local emissions. There are four major policies that the State has adopted to reduce GHG emissions at the local level (R+A, pp. 3-4.):

1 Renewables Portfolio Standard (RPS): This law requires that electrical utilities provide an increased amount of electricity from eligible renewable sources. SB 100 requires that 33% of electricity sold by utilities in 2020 be renewable, 60% be renewable in 2030, and 100% be carbon-free in 2045.

2 Title 24: Title 24 is the set of regulations that specifies how new buildings must be constructed, including specifying minimum energy efficiency standards. These standards are updated triennially to be more stringent. California has set a goal for zero-net energy new construction by 2030.

3 Clean Car Standards: These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use.

4 SB 1383: This law requires that food scraps and other organic material be diverted from landfill disposal. The State goal is that 75% of organic material is diverted from landfill by 2025.

Additionally, R+A utilized the VMT estimates in the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1) for the City to calculate on-road emissions. These VMT estimates are a more accurate depiction of the anticipated conditions in Beaumont in 2040. (R+A, p. 4.)

Based on these adjusted inputs, the estimated total emissions for the Beaumont 2040 Plan build-out equals 709,218 $MTCO_2e$ which translates to 4.3 $MTCO_2e$ per service population, including the sphere of Influence (SOI) as shown in **Table 5.7-E – Beaumont 2040 Plan GHG Emissions**. This is a 64 percent increase in total emissions since the 2018 baseline year and a 41 percent decrease in per service population emissions. (R+A, p. 4.)

Table 5.7-E – Beaumont 2040 Plan GHG Emissions

	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)	Percentage Change (Baseline to 2040)
Total Emissions	433,063 $MTCO_2e$	475,014 $MTCO_2e$	661,535 $MTCO_2e$	709,218 $MTCO_2e$	64%
Emissions per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$	-41%
Exceeds Target per Service Population	NA	Yes	Yes	Yes	NA

Source: R+A, Table 4

Since the estimated GHG emissions per service population in 2040 are higher than the threshold of significance, the impact is considered significant and mitigation is required.

The City is currently participating in the Western Riverside Council of Governments (WRCOG) regional Climate Action Plan (CAP) effort that addresses GHG emissions related to the following sectors at a minimum: energy and buildings, transportation, waste, and water and wastewater. The following table presents some best practice goals and strategies to achieve GHG reductions in each sector that the City could examine implementing in the future. (R+A, pp. 4-5.)

Table 5.7-F – Potential GHG Mitigation Strategies by Sector

Sector	Strategy
Building and Energy	Require residential and commercial energy efficiency upgrades in existing buildings Examine adopting an energy efficiency or electrification reach code beyond Title 24 requirements for new construction Explore requiring solar PV installation on residential and commercial buildings beyond CALGreen requirements Examine accelerating the renewable portfolio by joining a Community Choice Aggregation (CCA) program that procures 100% renewable energy
Transportation	Implement a Transportation Demand Management Program Examine adopting an EV-Ready reach code for EV charging infrastructure in residential and nonresidential new construction beyond CALGreen requirements Prioritize implementation of General Plan action items that encourage mode shift from driving alone to biking, walking and transit Explore implementing new micro-mobility programs including e-scooters and bikeshare Explore redesigning parking pricing in commercial and retail districts; requiring designated parking for EVs and carpool vehicles at new non-residential development; amending zoning codes to reduce vehicle parking requirements in new development.
Waste	Evaluate adopting a polystyrene ban Require commercial and residential organics and food waste recycling Examine adopting a single-use plastics ban
Water	Require residential and commercial water efficiency upgrades in existing buildings Evaluate adopting indoor and outdoor water efficiency requirements beyond CALGreen for new construction Streamline permitting for laundry to landscape greywater systems Invest in recycled water infrastructure and other local water supplies

Source: R+A, Table 4

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG-related impacts from subsequent land use development by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste, and thus reduce GHG emissions. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use. While goal 8.3 and associated policies 8.3.1 through 8.3.3 specify that the City will establish GHG reduction targets, implement measures to achieve needed reductions and monitor progress towards meeting said targets, mitigation measure **MM GHG 1** will be implemented to

evaluate the potential mitigation strategies in **Table 5.7-F**, implement feasible strategies, and monitor progress towards achieving GHG reduction targets.

Although Beaumont 2040 General Plan policies and implementation actions would reduce GHG emissions to the extent feasible, GHG calculations predict emissions in excess of the thresholds. Thus, this impact is considered **significant and unavoidable**.

Threshold B: ***Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's 2017 Scoping Plan, SCAG's Sustainable Communities Strategy, and the Sustainable Beaumont Plan. A consistency analysis with these plans is presented below.

CARB 2017 Scoping Plan

The CARB 2017 Scoping Plan is applicable to state agencies, but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the 2017 Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Beaumont 2040 Plan GHG emissions shown in **Table 5.7-E** include reductions associated with select statewide strategies that have been adopted. Development projects accommodated under the Beaumont 2040 Plan are required to adhere to the programs and regulations identified by the 2017 Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32. Future development projects would be required to comply with these GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated under the proposed land use plan of the Beaumont 2040 Plan would be built to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under Threshold A, the Beaumont 2040 Plan includes policies and implementation actions that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Therefore, overall, the Beaumont 2040 Plan would not obstruct implementation of the 2017 Scoping Plan.

SCAG Sustainable Communities Strategy

As stated in Section 5.7.2., above, the SCAG 2016 RTP/SCS goals and policies reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.).

As stated previously, SCAG adopted the Connect SoCal plan (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) in May 2020. The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the

region's remaining natural lands and farmlands (SCAG 2020, p. 51). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that is generally consistent with regional-level general plan data to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network identified in Connect SoCal, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The Beaumont 2040 Plan includes goals 3.1, 3.2, 3.3, 3.7, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 7.9, 8.3, 8.11, 11.1 and 11.8 and their associated policies and implementation actions listed in Section 5.7.3, above, address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use and thereby reduce VMT.

Furthermore, as discussed in Threshold A in Section 5.13 (Population and Housing) of this PEIR, implementation of the Beaumont 2040 Plan forecasts the employment to housing ratio to increase to 0.93:1. While still jobs-poor, the Beaumont 2040 Plan would increase the employment/housing ratio to a factor much closer to 1:1 providing for a better jobs/housing balance. Thus, the Beaumont 2040 Plan would make it easier for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT. Therefore, the Beaumont 2040 Plan would not conflict with or obstruct SCAG's Connect SoCal plan, and no impact would occur.

Sustainable Beaumont Plan

Adopted in 2015, the Sustainable Beaumont Plan provided measures to meet the goal of reducing community GHG emissions 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The goal for 2030 is to reduce GHG emissions 41.7 percent below 2012 levels, which would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The reduction measures listed in the Sustainable Beaumont Plan are estimated to reduce 162,174 $MTCO_2e$ by 2030, which meets the 2030 target (SB 2015, p. 64). The Sustainable Beaumont Plan will serve as a foundation that can be built upon in updated versions of the Plan or similar document to meet the 2030 goals and beyond.

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG emissions from subsequent land use development and redevelopment by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use.

Thus, implementation of the Beaumont 2040 Plan would contribute to the reduction of GHG emissions throughout the Planning Area and would not conflict with or obstruct implementation of the Sustainable Beaumont Plan, and no impact would occur.

5.7.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the proposed Project will result in in significant and unavoidable impacts with regards to GHG emissions **MM GHG 1** is proposed to address the reduction in GHG emissions in the Planning Area.

MM GHG 1: In order to address effects of GHG emissions from future development, the City of Beaumont shall evaluate the feasibility of the potential GHG reduction strategies in **Table 5.7-F** and update the Sustainable Beaumont Plan or similar document every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction targets and to require amendment if the plan is not achieving the specified level. The updates shall identify targets for years 2030, 2040, and 2050 and subsequent applicable statewide legislative targets that may be in effect at the time of the update.

5.7.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in GHG emissions that exceed applicable standards (Threshold A). Although **MM GHG 1** and Beaumont 2040 General Plan policies and implementation actions listed in Section 5.7.3, above, would reduce these impacts to the extent feasible, impacts, at a program level, impacts from GHG emissions remain **significant and unavoidable**.

The significance of GHG impacts resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.7.8 References

The following references were used in the preparation of this section of the Draft PEIR:

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