Initial Study

Orchard Logistics Center

CEQA Lead Agency:

City of Beaumont
Department of Planning
550 East 6th Street
Beaumont, CA 92223

Project Applicant:

Orchard Logistics Venture, LLC
3501 Jamboree Road, Suite 230
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July 20, 2022

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1.0 Introduction

This Initial Study evaluates the Orchard Logistics Center ("Project") proposed by Trammell Crow So Cal Development Inc., on behalf of Orchard Logistics Venture, LLC (Project Applicant). The Project Applicant proposes to construct and operate a 610,000 square foot (sf) warehouse/logistics building on an approximately 30.9-acre site (Project site) located at 38021 State Route 60 (SR-60) Freeway in the City of Beaumont, California. Under existing conditions, the Project site is developed with the former Dowling Fruit Orchard that includes an abandoned produce store and sheds on the northwestern corner of the site. Existing structures of approximately 17,400 sf would be demolished prior to construction of the warehouse/logistics facility. When fully operational, the Project is expected to generate approximately 600 jobs in two or three shifts per day.

1.1 Purpose of this Document

The California Environmental Quality Act (CEQA) is a statewide environmental law contained in Public Resources Code § 21000-21177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed project's environmental effects.

This Initial Study addresses the potential environmental effects of the proposed Project, including all of the discretionary actions and approvals required to implement the Project, as well as subsequent construction and operation activities. As part of the City of Beaumont's permitting process, the Project is required to undergo an initial environmental review pursuant to CEQA Guidelines § 15063. This Initial Study is a preliminary analysis prepared under the supervision of the City of Beaumont Planning Department, acting in its capacity as the CEQA Lead Agency, to determine the type and scope of the environmental review that will be required for the Project. This Initial Study presents and substantiates the City of Beaumont's determination regarding the type of CEQA compliance document that will be prepared for the Project. Based on the findings of this Initial Study, an Environmental Impact Report (EIR) will be prepared for the Project.

1.2 Format and Content of this Initial Study

The following items comprise the Initial Study in its entirety:

Section 1.0, Introduction, identifies the purpose of this Initial Study, provides an overview of relevant CEQA requirements, and provides and overview of the organizational format of this Initial Study.

Section 2.0, Project Description, describes the environmental setting and the proposed Project and provides a description of proposed discretionary actions required for Project implementation.

Section 3.0, Environmental Checklist and Evaluation, presents a summary of the results of the environmental evaluation for the proposed Project, and identifies whether the Project would result in any potentially significant environmental impacts. Further, this section evaluates each response provided in the environmental checklist form. Each response checked is briefly discussed and supported by substantial evidence. As appropriate, each response discussion describes and identifies specific effects anticipated

with Project implementation and provides a conclusion as to whether the Project would result in any significant impacts to the environment.

Section 4.0, References, provides a list of references that were consulted in preparation of this document.

Section 5.0, Persons Contributing to this Document, provides a list of individuals that contributed in the drafting and/or editing of this document.

1.3 Potential Environmental Effects

The City of Beaumont Planning Department directed and supervised the preparation of this Initial Study. Although prepared with assistance of the consulting firm T&B Planning, Inc. (refer to Section 5.0, Persons Contributing to this Document), the content contained within and the conclusions drawn by this Initial Study reflect the sole independent judgement of the City of Beaumont. The analysis in this Initial Study determines whether the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects. Potential significant environmental effects will be analyzed further in an EIR, impacts determined to not occur or that would be less than significant will not be analyzed any further in an EIR.

The analysis presented in this Initial Study indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects to the following environmental subjects:

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

Based on the environmental checklist and supporting environmental analysis (provided in Section 3.0), with adherence to applicable regulatory requirements, the Project would have no impact or less than significant impacts for the following environmental issue areas that will not be further analyzed in the EIR:

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

1.4 Processing of the Initial Study

This Initial Study and Notice of Preparation (NOP) will be distributed for a 30-day public review period to: 1) surrounding property owners, 2) organizations and individuals who have previously requested such notice in writing to the City of Beaumont, 3) responsible agencies and other potentially affected agencies, and 4) the Riverside County Registrar-Recorder/County Clerk.

The environmental documentation is available for review at the City's website: https://www.beaumontca.gov/1276/Orchard-Logistics-Dowling-Ranch and at the following location:

- City of Beaumont, Planning Department, 550 East 6th Street, Beaumont, CA 92223; Phone: (951) 769-8518; Hours: 8:00 AM to 5:00 PM Monday through Thursday, 8:00 AM to 12:00 PM Friday.

2.0 Project Description

2.1 Project Location

The Project site is an approximate 30.9-acre site located east of Western Knolls Avenue and south of the SR-60 Freeway, at 38021 SR-60 Freeway (Assessor's Parcel Number [APN] 417-020—070), in the City of Beaumont.

The City of Beaumont is located east of the City of Moreno Valley and unincorporated Riverside County, west of the City of Banning and unincorporated Riverside County, north of the City of San Jacinto and unincorporated Riverside County, and south of the City of Calimesa and unincorporated Riverside County. Regional access to the Project site is provided via the SR-60 Freeway at Potrero Boulevard and the SR-60 at Western Knolls Avenue to the west. Additionally, the Project site is approximately 0.85 miles from the westbound on-ramp of the I-10 Freeway at Oak Valley Parkway via Potrero Boulevard. The regional and local vicinity of the Project site are depicted on Figure 2-1, *Regional and Vicinity Map*.

2.2 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced…" (CEQA Guidelines § 15125(a)(1)). The Initial Study prepared for the proposed Project determined that an EIR is the appropriate form of CEQA compliance document, which requires a Notice of Preparation (NOP). Accordingly, the environmental setting for the Project is defined as the physical environmental conditions on the Project site at the time of release of the notice of preparation.

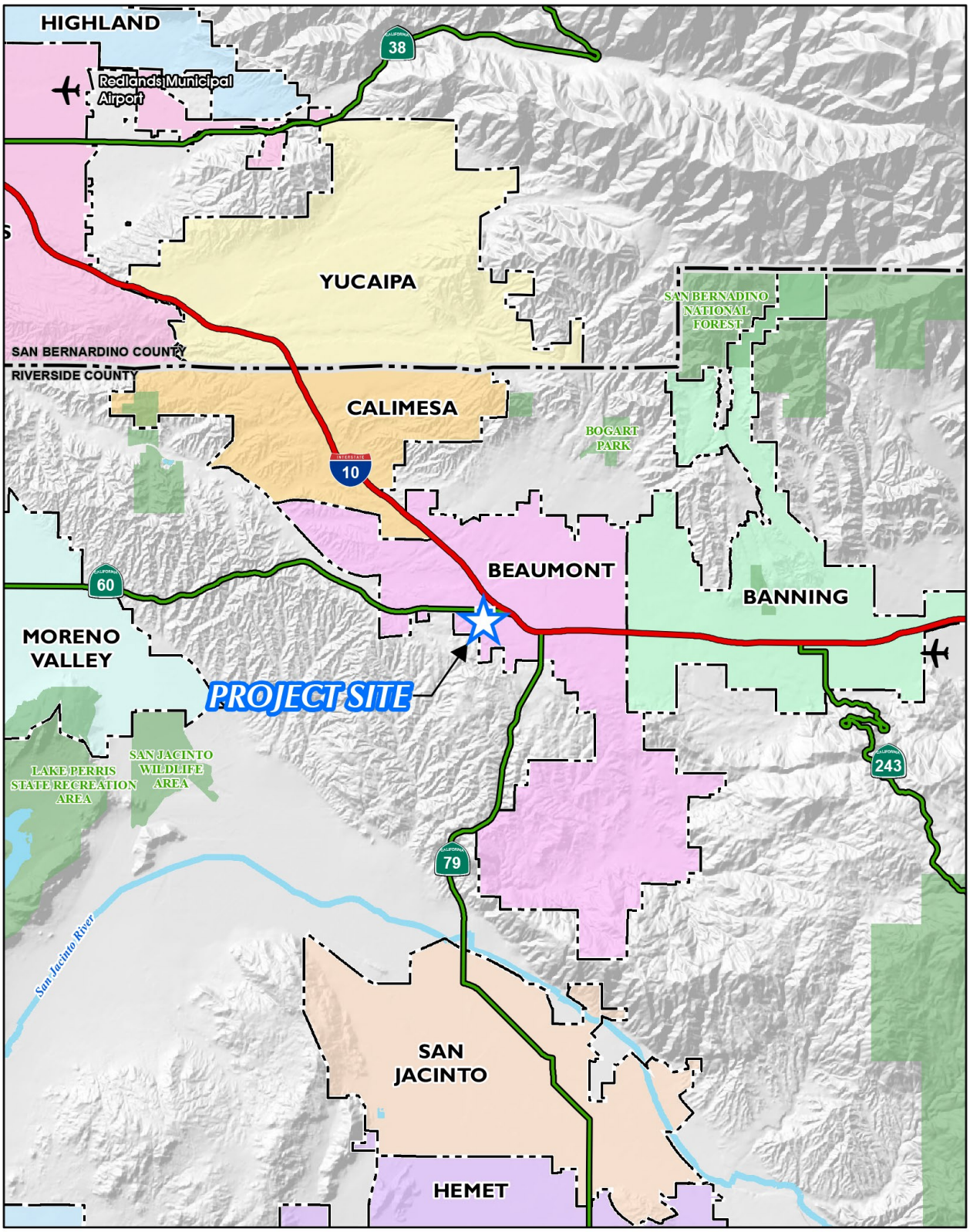
2.3 Existing Site and Area Characteristics

As shown on Figure 2-2, *Aerial Photograph*, the Project site is developed with the former Dowling Fruit Orchard that includes an abandoned produce store and sheds on the northwestern corner of the site. Various types of fruit trees that are no longer cultivated or irrigated are present on the undeveloped portion of the Project site as well as disturbed plowed fallow land between plantings. Dowling Fruit Orchard is now closed and was the only agricultural producing site in the City. Local access to the Project site is currently provided by Western Knolls Avenue to the west and Nicholas Road to the southeast.

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

2.3.1 Surrounding Land Uses and Development

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

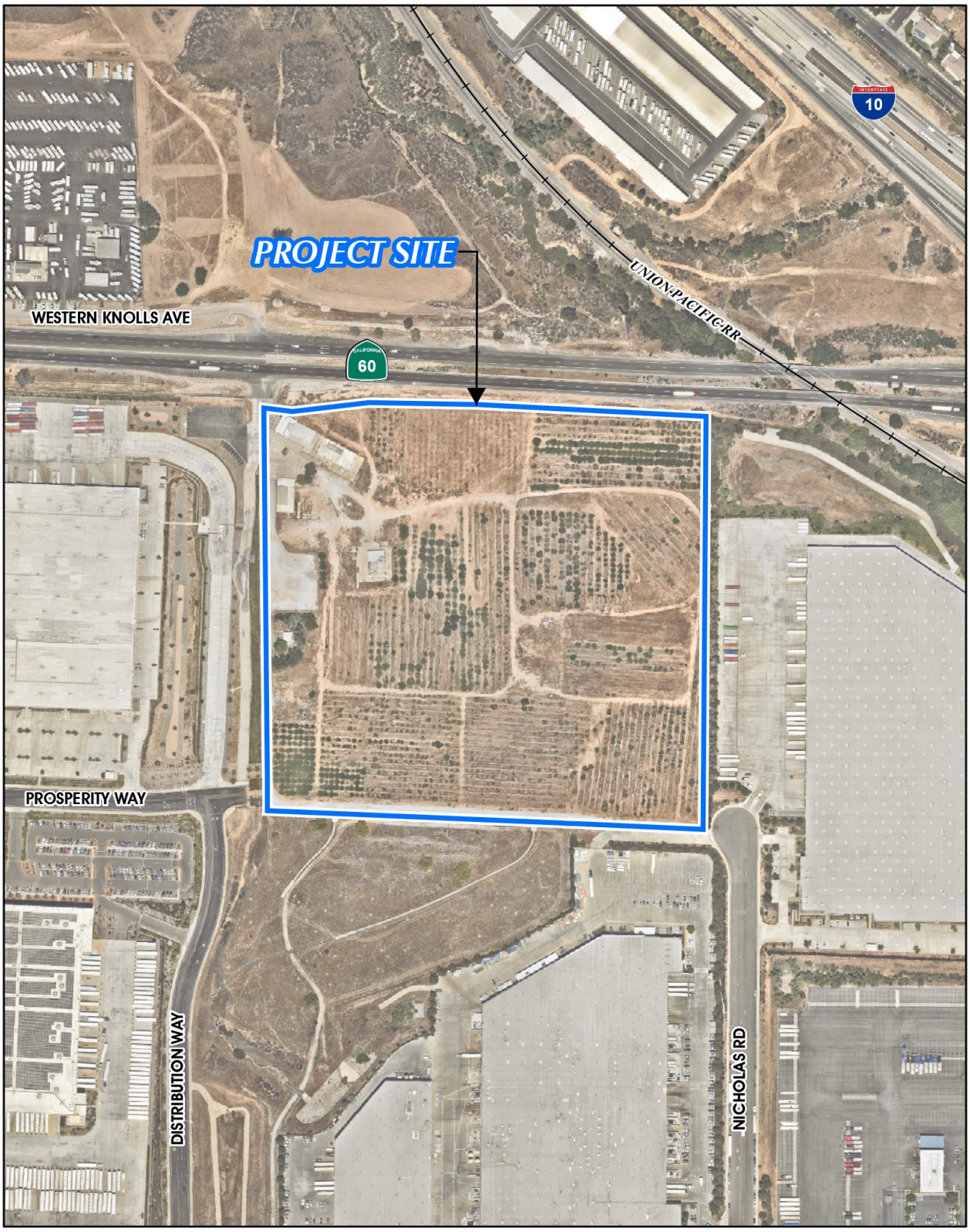


Source(s): ESRI, RCTLMA (2022)

Figure 2-1

0 0.75 1.5 3 Miles

Regional and Vicinity Map



Source(s): ESRI, RCTLMA (2022), Nearmap Imagery (2022)

Figure 2-2

0 100 200 400
Feet

Aerial Photograph

Specific land uses surrounding the site include SR-60 Freeway to the immediate north, Icon Fitness warehouse to the east, a closed Riverside County Landfill and a CJ Foods warehouse facility to the immediate south, and Wolverine Worldwide warehouse facility to the immediate west. A gravel access road (identified as Western knolls Avenue) runs north-south along the western edge of the Project site, and this access road turns east at the southwest corner of the site to run east-west along the southern property boundary until it connects to Nicholas Road.

2.4 Existing General Plan Designation and Zoning Classification

The Project site is designated as Industrial and according to the City's General Plan Figure 3.3, General Plan Subareas, is within the Interstate Employments Subarea (City of Beaumont, 2020a). The land use pattern in this area has the potential to accommodate additional job intensive uses and is generally designated Industrial and Commercial. Also found within this subarea is also a small neighborhood known as the "Historic Barrio Railroad District" that is located approximately 0.65 miles to the southeast of the Project site (City of Beaumont, 2020a).

The current Zoning Classification for the Project site is Manufacturing. The Manufacturing zone is intended to maintain existing industrial and manufacturing uses and to promote the development of new business parks, light industrial uses, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses (City of Beaumont, 2022). The Project would be consistent with the existing General Plan designation and zoning classification for the Project site.

2.5 Project Description

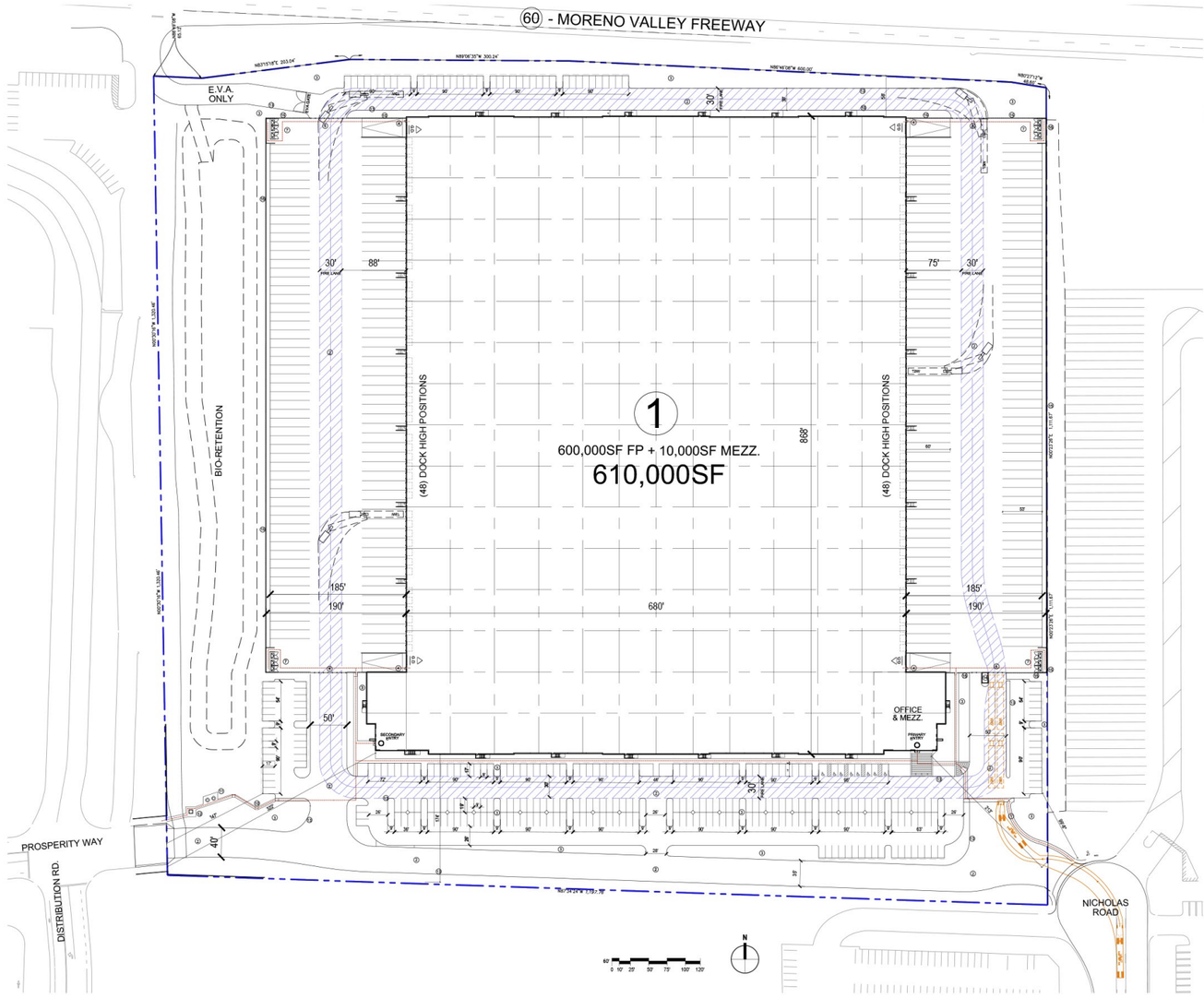
The Project Applicant, Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, is seeking approval of a Plot Plan to redevelop a 30.9-acre site in the City of Beaumont, Riverside County, California, located at 38021 SR-60 Freeway (Highway 60). As shown in Figure 2-3, *Site Plan,* the Project is proposing to redevelop the Project site with one industrial warehouse building totaling 610,000 sf (including 10,000 sf of mezzanine) and related site improvements including landscaping, parking, and infrastructure facilities. Of the total building square footage, the Project would allocate 590,000 sf for warehousing/distribution and 20,000 sf for office uses (including 10,000 sf of mezzanine). A total of 96 truck dock doors are proposed, with 48 dock doors each along the western and eastern sides of the building.

The Project would require the demolition of the existing abandoned fruit and nut stand buildings (produce store and sheds) and removal of the no-longer maintained fruit orchard.

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

The Project would be developed in compliance with applicable provisions of the City's Municipal Code, including established development standards. A description of the following components of the Project is provided below, and the site plan is provided in Figure 2-3:

- Building Characteristics and Operations
- Circulation and Parking
- Landscaping, Walls, and Lighting



GRAPHIC LEGEND:

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

OCCUPANCY CLASSIFICATION:

BUILDING: B, S1
CONSTRUCTION TYPE: IIIB

KEY NOTES: (#)

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

PARKING STALL SIZES:

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

PARKING REQUIREMENTS

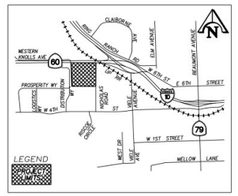
WAREHOUSE: 1/1000 OFFICE: 1/250
PROPOSED PARKING (VARIANCE) REQUIRED: 1/2000

LAND USE:

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

MAXIMUM BUILDING HEIGHT

50'



VICINITY MAP
NOT TO SCALE

SHEET DESCRIPTION:

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

TEAM PLAYERS:

APPLICANT/OWNER
ORCHARD LOGISTICS VENTURE, LLC
CONTAC: KYLE DORAND
3501 JAMBOREE ROAD, SUITE 230
NEWPORT BEACH, CA 92660
(949)283-5713

CIVIL ENGINEER
HUITT-ZOLLARS, INC.
CONTACT: JOHNNY MURAD
3990 CONCOURS, SUITE 330
ONTARIO, CA 91764
(909)941-7799

ARCHITECT
AO ARCHITECTS ORANGE
144 NORTH STREET
ORANGE, CA 92866
CONTACT: STEPHEN PRZYBYLOWSKI
717- 417-1122
stephenp@aoarchitects.com

LANDSCAPE
HUNTER LANDSCAPE
711 FEE ANA ST.
PLACENTIA, CA 92870
CONTACT: TOM HAYES
(TEL) 714-986-2400

ZONING ORDINANCE

EXISTING ZONING: MANUFACTURING

PROJECT DESCRIPTION:

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

PROJECT DATA:

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

BUILDING AREA
OFFICE 20,000 S.F.
WAREHOUSE 590,000 S.F.
TOTAL BUILDING AREA 610,000 S.F.

LOT FAR: 45.3%

PARKING PROPOSED W/ VARIANCE OPTION "A"
WAREHOUSE & OFFICE
1/2000 305 STALLS
TOTAL PARKING REQUIRED 305 STALLS

PARKING REQUIREMENTS NO VARIANCE OPTION "B"
WAREHOUSE (1/1000 SF) 590 STALLS
OFFICE (1/250 SF) 80 STALLS
TOTAL PARKING REQUIRED 670 STALLS

PARKING PROVIDED OPTION "A"
ACCESSIBLE (9' x 18') 7 STALLS
VAN ACCESSIBLE (12' x 18') 1 STALLS
STANDARD (9' X 19') 304 STALLS
TOTAL PARKING PROVIDED 312 STALLS

PARKING PROVIDED OPTION "B"
ACCESSIBLE (9' x 18') 7 STALLS
VAN ACCESSIBLE (12' x 18') 1 STALLS
STANDARD (9' X 19') 304 STALLS
TOTAL PARKING PROVIDED 662 STALLS

TRAILER PARKING PROVIDED
TRAILER (12' x 53') 114 STALLS

ASSESSOR'S PARCEL NUMBER:

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

LEGAL DESCRIPTION:

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

PARCEL A AS SHOWN ON LOT LINE OF ADJUSTMENT NO. 06-LLA-08, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 02, 2007 AS INSTRUMENT NO. 2007-0519539 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID NORTHWEST QUARTER DISTANT SOUTH 00°30'39" EAST THEREON 233.25 FEET FROM THE NORTHWESTERLY CORNER OF SAID NORTHWEST QUARTER, SAID POINT BEING THE MOST NORTHERLY CORNER OF LAND DESCRIBED AS PARCEL "B" IN DEED RECORDED JUNE 13, 2003 IN INSTRUMENT NO. 2003-444207, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY, SAID LAST MENTIONED CORNER ALSO BEING A POINT IN THE SOUTHERLY BOUNDARY OF CALIFORNIA STATE HIGHWAY 60;

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

SOUTH 86°49'31" EAST 65.12 FEET;

THENCE NORTH 83°14'55" EAST 203.04 FEET;

THENCE SOUTH 69°05'58" EAST 300.24 FEET;

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

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

THENCE ALONG SAID PARALLEL LINE, SOUTH 00°33'03" WEST 1113.14 FEET TO A POINT IN THE NORTHERLY LINE OF PARCEL MAP NO. 25280 AS PER MAP FILED IN BOOK 165 PAGES 69, 70 AND 71, OF PARCEL MAPS, RECORDS OF SAID COUNTY;

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

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

SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	FAR %	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	WAREHOUSE SF	OFFICE PRKG.	WAREHOUSE PRKG.	PRKG REQ.	PRKG PROV.
1	30.9 AC	1,346,100	45.3 %	600,000	10,000	610,000	20,000	590,000	~	~	305	312
												(1/2000)

Source(s): Architects Orange (06-17-2022)

Figure 2-3

Not to Scale

Site Plan

2.5.2 Building Characteristics and Operations

The future occupant(s) of the proposed building is currently unknown. For purposes of analysis, the EIR will assume up to 10% high-cube cold storage. Additionally, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

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

As depicted in Figure 2-4, *Building Elevations*, the proposed building would be constructed to a maximum of 50 feet in height and designed in a contemporary architectural style. Architectural features associated with the building include the use of concrete tilt-up panels, corrugated metal accent paneling, tinted glass, metal canopies, and architectural reveals. The building would be painted with a mixture of four colors, including white, grays, and blue tones.

2.5.3 Circulation and Parking

Truck access to the Project site would be provided via a primary driveway on the southeast corner at Nicholas Road. Primary auto vehicle access would be provided at the southwest corner at the intersection of Prosperity Way and Distribution Way, with emergency vehicle access at the northwest corner at the intersection of Western Knolls Avenue and SR-60. The Project includes surface parking with 312 parking spaces. Of the 312 parking spaces, 304 would be designated as standard parking stalls, 7 would be designated as ADA parking stalls, and 1 would be designated as Van ADA parking stall. Automotive parking stalls would be located to the south, west, north, and east of the proposed building. The Project would further include 114 truck trailer parking spaces located to the east and west of the building. The Project assumes that 24-hour parking would be allowed on site.

2.5.4 Landscaping, Walls, and Lighting

The Project includes landscaped areas, hardscaping, and other exterior features. As depicted on Figure 2-5, Landscaping *Plan,* a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site's frontage, the south building elevation and parking area. Landscaping will feature drought-tolerant plant materials: A total of 194 trees, including 13 36" box and 181 24" box trees. A bio-retention basin with a capacity of approximately 69,338 cubic feet would be constructed along the western property line.

SOUTH ELEVATION

EAST ELEVATION

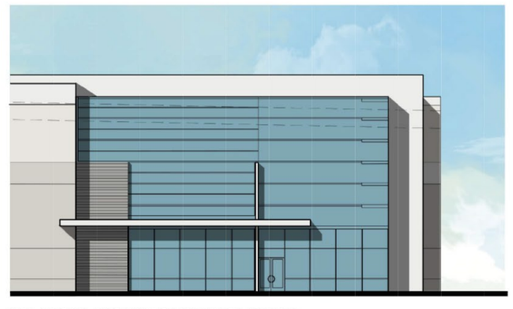
NORTH (MORENO VALLEY FRWY ELEVATION)

WEST (DISTRIBUTION RD. ELEVATION)

KEY NOTES:

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

ENLARGED SOUTH MIDDLE CLERESTORY



ENLARGED FRONT SOUTH EAST ENTRY

ENLARGED SIDE SOUTH EAST ENTRY

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

Figure 2-4

Not to Scale

Building Elevations

PLANTING LEGEND

TREES

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

SHRUBS

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

ACCENTS

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

GROUNDCOVER

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

Basin Seed Mix

2000 lbs/ac	Wood cellulose fiber
600 lbs/ac	7-2-1 Blood organic fertilizer
150 lbs/ac	Stabilizing binder
20 lbs/ac	Endo-wet mycorrhizal inoculum
1 lbs/ac	Achillea millefolium
1 lbs/ac	Eschshholzia caespitosa
1 lbs/ac	Juncus bufonius
6 lbs/ac	Leymus triticoides Rio
4 lbs/ac	Deschampsia cespitosa
20 lbs/ac	Festuca rubra 'Molate'
6 lbs/ac	Hordium brachyantherum
1 lbs/ac	Muhlenbergia rigens
3 lbs/ac	Muhlenbergia microsperma
3 lbs/ac	Hordium depressum

Native Hydroseed Mix

2000 lbs/ac	Wood cellulose fiber
600 lbs/ac	7-2-1 Blood organic fertilizer
150 lbs/ac	Stabilizing binder
20 lbs/ac	Endo-wet mycorrhizal inoculum
3 lbs/ac	Adiatis purpurea
3 lbs/ac	Artemisia californica
12 lbs/ac	Eriogonum fasciculatum
3 lbs/ac	Mimulus aurantiacus
5 lbs/ac	Encelia farinosa
2 lbs/ac	Salvia apiana
2 lbs/ac	Salvia mellifera
5 lbs/ac	Acmispon glaber (Lotus scparius)
3 lbs/ac	Eschscholzia californica
3 lbs/ac	Lupinus truncatus
1 lbs/ac	Salvia columbariae
4 lbs/ac	Plantago erecta
3 lbs/ac	Festuca microstachus (Vulpia Micro)

WATER EFFICIENT LANDSCAPE WORKSHEET (MWELO)

Reference Evapotranspiration Rate (Eto): 55.6

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

ETAF Calculations

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

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

Irrigation Efficiency

Drip Irrigation	0.81
Overhead Spray	0.75
Rotors	0.75

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

Figure 2-5

Not to Scale

Landscaping Plan

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

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

2.5.5 Infrastructure Improvements

Water service to the Project site would be provided by the Beaumont-Cherry Valley Water District (BCVWD). Water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary.

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

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

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

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

2.5.6 Project Construction Characteristics

Project construction would occur in one phase over approximately 12 months. Construction activities would include the following:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Figure 2-6, Conceptual Grading and Utility Plan (North), and Figure 2-7, Conceptual Grading and Utility Plan (South), identify proposed final grade elevations for the proposed building pad, parking areas, undeveloped areas, and the bio-retention basin. The grading plan indicates that the Project's grading operation would excavate approximately 210,797 cubic yards of cut and require approximately 169,345 cubic yards of fill. Implementation of the Project is expected to require a net export of approximately 41,453 cubic yards of soil material.

EXISTING EASEMENT

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

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

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

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

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

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

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

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

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

LEGAL DESCRIPTION

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

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

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

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

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

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

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

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

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

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

APN: 417-020-070

BENCH MARK

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

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

BASIS OF BEARINGS:

BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN GPS STATION NO. P584 AND GPS STATION NO. CRFP BEING NORTH 39°40'49" WEST PER RECORDS ON FILE IN THE OFFICE OF THE COUNTY RECORDER.

UTILITY CONTACTS

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

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

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

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

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

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

LEGEND

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

DEVELOPER/APPLICANT

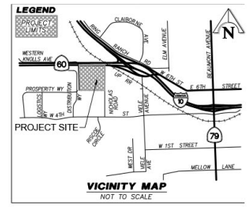
ORCHARD LOGISTICS VENTURE, LLC
CONTAC: KYLE DORAND
3501 JAMBORE ROAD, SUITE 230
NEWPORT BEACH, CA 92660
(949) 283-5713

CIVIL ENGINEER

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

SITE NOTES

1. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN UNSHADED FLOOD ZONE X. PANEL 06065C0811G EFF. 08/28/2008.
2. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 30.902 ACRES, MORE OR LESS.
   AREA TO BE DEVELOPED: 29.8± AC
3. ZONING INFORMATION SHOWN WAS OBTAINED FROM THE CITY OF BEAUMONT PLANNING DEPARTMENT WEBSITE:
   EX. ZONING INFORMATION: MANUFACTURING
   PROP. ZONING: TO REMAIN THE SAME

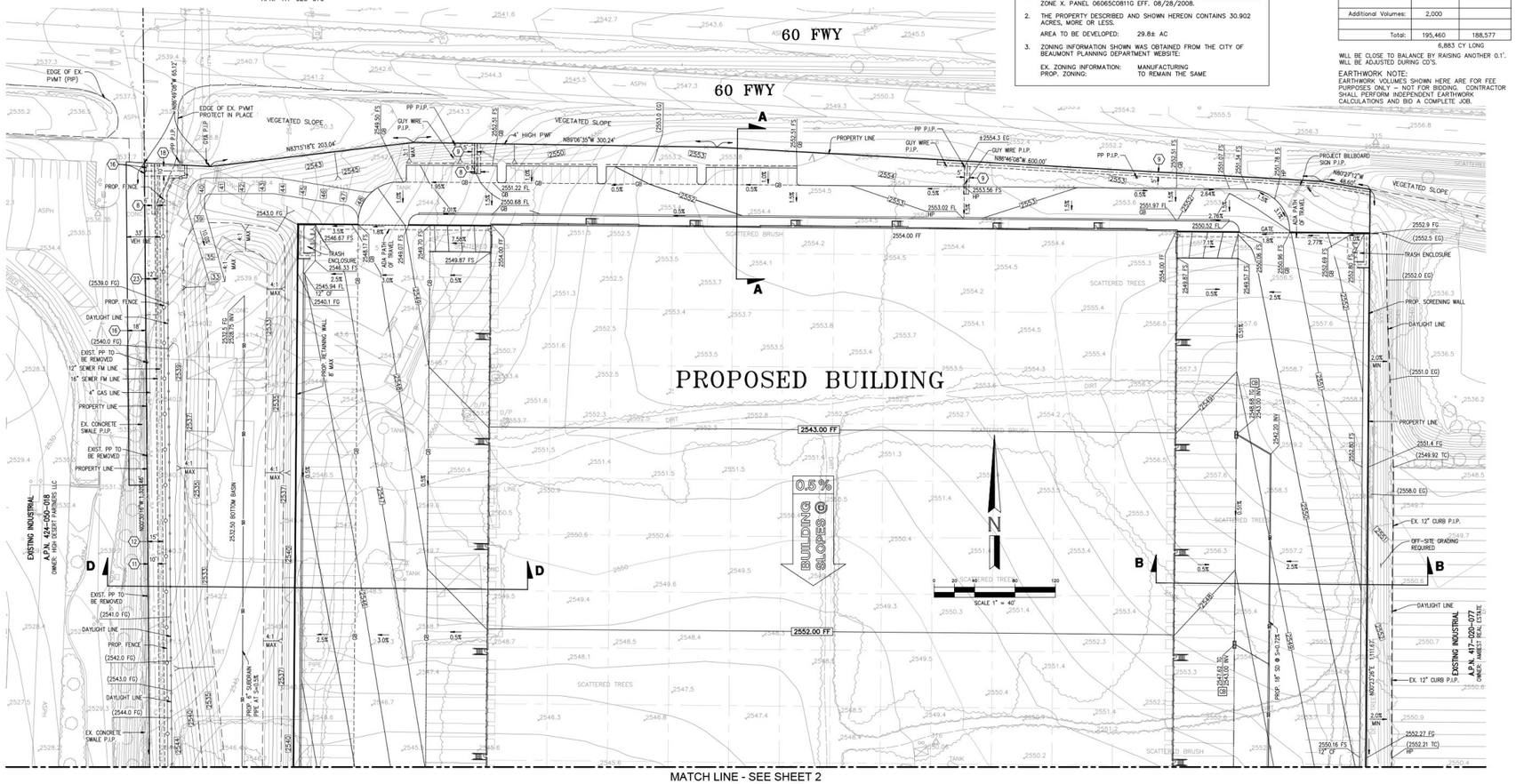


PRELIMINARY EARTHWORK VOLUMES		
	CUT (CY)	FILL (CY)
RAW VOLUMES:	96,208	69,516
(–) Shrinkage(8%):	7,697	–
(+) Subsidence (0.1):	–	4,986
Subtotal:	88,512	74,502
Overexcavation Raw:	114,074	114,074
(–) Shrinkage:	9,126	–
Subtotal:	104,948	104,948
Additional Volumes:	2,000	
Total:	195,460	188,577

6,883 CY LONG

WILL BE CLOSE TO BALANCE BY RAISING ANOTHER 0.1'. WILL BE ADJUSTED DURING CD'S.

EARTHWORK NOTE:
EARTHWORK VOLUMES SHOWN HERE ARE FOR FEE PURPOSES ONLY – NOT FOR BIDDING. CONTRACTOR SHALL PERFORM INDEPENDENT EARTHWORK CALCULATIONS AND BID A COMPLETE JOB.

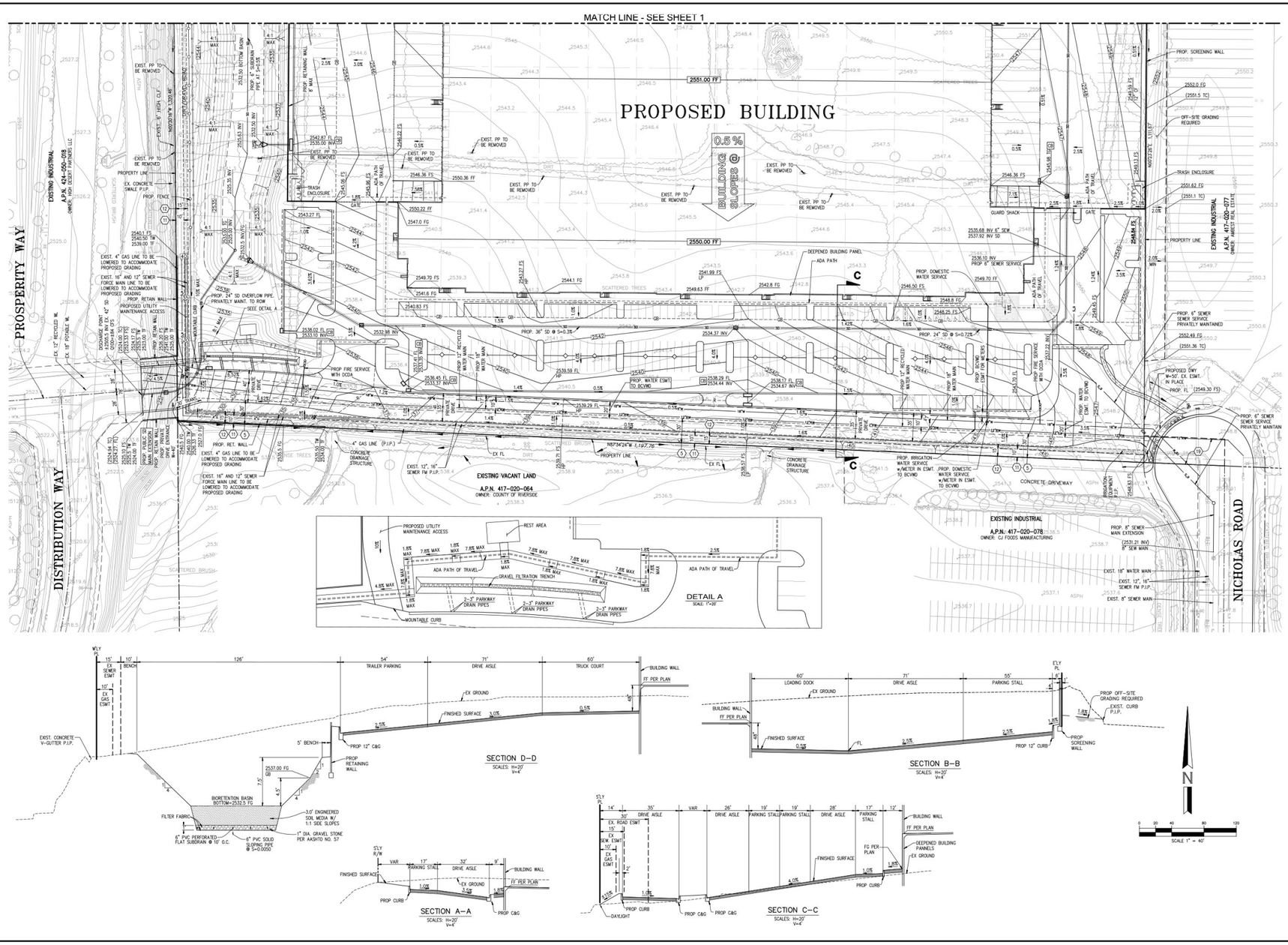


Source(s): Huitt-Zollars (06-17-2022)

Figure 2-6

Not to Scale

Conceptual Grading and Utility Plan (North)



Source(s): Huitt-Zollars (06-17-2022)

Figure 2-7

Conceptual Grading and Utility Plan (South)

3.0 Environmental Checklist and Evaluation

3.1 Project Information

1. Project Title

Orchard Logistics Center

2. Lead Agency Name and Address

City of Beaumont
Planning Division
550 East 6th Street
Beaumont, CA 92223

3. Contact Person and Phone Number

Carole Kendrick
(951) 769-8518

4. Project Location

The Project site is located east of Western Knolls Avenue and south of the SR-60 Freeway (Assessor's Parcel Number 417-020—070). The Project site is occupied by the former Dowling Fruit Orchard. Local access to the Project site is currently provided by Western Knolls Avenue to the west and Nicholas Road to the southeast.

5. Project Applicant

Orchard Logistics Venture, LLC
c/o Trammell Crow So Cal Development, Inc.
3501 Jamboree Road, Suite 230
Newport Beach, CA 92660

6. General Plan Designation

Industrial

7. Zoning

Manufacturing

8. Description of Project:

The Project Applicant, Trammell Crow So Cal Development, Inc., on behalf of Orchard Logistics Venture, LLC, is seeking approval of a Plot Plan (PP2022-0440) to redevelop a 30.9-acre site in the City of Beaumont, Riverside County, California, located at 38021 SR-60 Freeway (Highway 60). The Project is proposing to redevelop the Project site with one industrial warehouse building totaling 610,000 SF.

9. Surrounding Land Uses and Setting:

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

Specific land uses surrounding the site include SR-60 Freeway to the immediate north, Icon Fitness warehouse to the east, a closed Riverside County Landfill and a CJ Foods warehouse facility to the immediate south, and Wolverine Worldwide warehouse facility to the immediate west. A gravel access road (identified as Western knolls Avenue) runs north-south along the western edge of the Project site, and this access road turns east at the southwest corner of the site to run east-west along the southern property boundary until it connects to Nicholas Road.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participation agreement)

Beaumont-Cherry Valley Water District (BCVWD); California Regional Water Quality Control Board (RWQCB); Riverside County Flood Control and Water Conservation District; Southern California Gas Company and Southern California Edison; South Coast Air Quality Management District (SCAQMD).

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Greenhouse Gas Emissions	☐ Public Services
☒ Agriculture and Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology/Water Quality	☒ Transportation
☒ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☒ Energy	☒ Noise	☒ Wildfire
☒ Geology/Soils	☐ Population/Housing	☒ Mandatory Findings of Significance

3.3 Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☐
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☒
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

Carole Kendreck — Submitted by:

7/18/2022 — Date

3.4 Evaluation of Environmental Impacts

This section contains the Environmental Checklist for the Project and is based on the Initial Study Environmental Checklist (Checklist) included in Appendix G of the CEQA Guidelines, approved in December 2021. The Checklist is marked with findings as to the environmental effects of the Project. The evaluation of environmental impacts in this section has been undertaken, pursuant to the provisions of CEQA, to provide the City of Beaumont with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings is provided in the explanation of responses following the Checklist. References used to support the analyses are identified in the text and listed in Section 4.0 of this Initial Study.

3.4.1 Aesthetics

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:					
a)	***Have a substantial adverse effect on a scenic vista?***	☐	☐	☑	☐
b)	***Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***	☐	☐	☐	☑
c)	***In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***	☐	☐	☑	☐
d)	***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***	☐	☐	☑	☐

a) *Would the Project have a substantial adverse effect on a scenic vista?*

Finding: Less than Significant Impact: The Project site is located in the southwestern area of the City of Beaumont and surrounding properties include industrial uses and vacant land. According to the Beaumont General Plan EIR, the City is located within the San Gorgonio Pass, which provides vistas to the San Gorgonio Mountains and the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast (City of Beaumont, 2020b). Intermittent views of San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains can be seen along major thoroughfares in the City. The closest major thoroughfare to the Project site is SR-60, an east-west oriented roadway, which provides intermittent and partial views to these mountains.

The Project would develop an abandoned fruit orchard with a warehouse building totaling 610,000 square feet and related site improvements such as landscaping, parking, and infrastructure facilities. It should be noted that Western Knolls Avenue and Nicholas Road,

north-south oriented roadways, also provide intermittent and partial views to these mountains. Additionally, the Project's proposed structure, which would reach a maximum height of 50 feet above finished grade, are not anticipated to block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains due to Project site's orientation and topography in relation to SR-60, Western Knolls Avenue and Nicholas Road. Under Project conditions, SR-60, Western Knolls Avenue and Nicholas Road are anticipated to continue to provide intermittent and partial views to the mountains.

The Project would not have a substantial adverse effect on a scenic vista because the City's General Plan does not identify any scenic vistas adjacent to or within the Project vicinity (City of Beaumont, 2020a). Accordingly, impacts to scenic vistas would be less than significant, and this issue will not be discussed further in the EIR.

b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

Finding: No Impact: According to the California Department of Transportation (Caltrans) State list of eligible and officially designated State Scenic Highways, the Project site is not within or adjacent to a designated or eligible State scenic highway (Caltrans, 2019). The nearest officially designated State scenic highway is SR-243, located approximately 7.14 miles east of the Project site. Therefore, no impacts to scenic resources within a State scenic highway are identified or anticipated, and this issue will not be discussed further in the EIR.

c) *Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Finding: Less than Significant Impact: According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. According to the 2010 Census Urbanized Area Reference Map, the Project is located within a non-urbanized area (US Census, 2012). As such, the Project's potential to degrade the existing visual character or quality of public views of the site and its surroundings is analyzed.

As previously stated, the Project is developed with a former fruit orchard which includes an abandoned produce store and sheds, various types of fruit trees that are no longer cultivated or irrigated, and disturbed plowed fallow land between plantings. The areas surrounding the Project site is generally characterized by industrial and vacant land uses. Due to the topographic constraints of the Project area, public views of the Project site are limited to SR-60, Western Knolls Avenue and Nicholas Road. There are limited distant views of the Project site from Distribution Way. The Project Applicant proposed to redevelop the Project site with one industrial warehouse building totaling 610,000 sf (including 10,000 sf of mezzanine). As shown in Figure 2-6 and Figure 2-7, the Project's grading operation would excavate approximately 210,797 cubic yards of cut and require

approximately 169,345 cubic yards of fill. During grading and construction various pieces of heavy machinery would be used. However, temporary fencing would be erected around the Project site to block views of construction activities. Furthermore, all Project-related construction activities would be temporary and all construction equipment would be removed from the Project site following the completion of the Project's construction activities. As such, Project-related changes to local visual character as viewed from the SR-60, Western Knolls Avenue and Nicholas Road during near-term construction activities would be less than significant and the construction of the Project would not substantially degrade the existing visual character or quality of public views of the Project site.

The Project site is surrounded by industrial uses to the south, west, and east. Redevelopment of the Project site into industrial would be consistent with the surrounding uses and would not substantially degrade the existing visual character. Moreover, architectural features associated with the building include the use of concrete tilt-up panels, corrugated metal accent paneling, tinted glass, metal canopies, and architectural reveals consistent with nearby existing industrial buildings. Development of the Project would be consistent with the City's General Plan land use designation and would be required to comply with the City's Municipal Code Section 17.03.100 – Manufacturing Zone (M-Zone) (City of Beaumont, 2022). The Project would also be required to comply with the City's Municipal Code Section 17.06.040(C). Industrial Use Landscape provisions (City of Beaumont, 2022). Compliance with the City's Municipal Code would ensure that the development on the Project site is aesthetically pleasing and would not substantially degrade the existing visual character of the Project site and its surroundings from pubic views and impacts would be less than significant. This issue will not be discussed further in the EIR

d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views?*

Finding: Less than Significant Impact: The existing on-site land use for the Project site is developed with the former Dowling Fruit Orchard including an abandoned produce store and sheds on the northwestern corner of the site. The Project would create a new source of light and glare in comparison to its existing use.

The Project would introduce new light sources to the Project site as necessary for security, safety, and wayfinding. However, the lighting would be consistent with existing lighting in the surrounding area. The Project would also be required to comply with the City's Municipal Code Section 8.50.070 – Lighting in the Commercial/Industrial Zone which establishes standards for all outdoor lighting within the Commercial/Industrial Zone (City of Beaumont, 2022). Applicable standards include: 1) lamp lumen limits and shielding requirements, 2) lights mounted on poles or structures intended for mounting lights shall not exceed a mounting height of 40 percent of the horizontal distance of the light pole from the property line, up to a maximum of 20 feet high, whichever is lower, 3) total lamp power limit which is determined by multiplying the square footage of the parcel by 0.05, and 4) outdoor lighting systems shall be turned off by at least 50 percent beginning at 10:00 PM.

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. Proposed exterior building materials primarily include concrete, painted metal, and tempered glass. These non-reflective building materials would not result in potential glare impacts within the Project site or surrounding areas, and notably at the street level.

Implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. Accordingly, impacts would be less than significant, and this issue will not be discussed further in the EIR.

3.4.2 Agriculture and Forestry Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***	☑	☐	☐	☐
b)	***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***	☐	☐	☐	☑
c)	***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***	☐	☐	☐	☑
d)	***Result in the loss of forest land or conversion of forest land to non-forest use?***	☐	☐	☐	☑
e)	***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***	☑	☐	☐	☐

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

Finding: Potentially Significant Impact: According to the California Department of Conservation (CDOC) Farmland Mapping & Monitoring Program, the property's eastern portion consists of 10.2 acres of "Prime Farmland" and 14.7 acres of "Unique Farmland." The western portion of the property consists of 5.1 acres of "Urban and Built-Up Land," which is land that is "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. (CDOC, 2016). According to CDOC, "Prime Farmland" is defined as "Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date" (CDOC, 2019b). "Unique Farmland" is defined as "Farmland of less quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated. Land must have been cropped at some time during the four years prior to the mapping date" (CDOC, 2019b).

The Project site was the site of the former Dowling Fruit Orchards that cultivated various types of fruit trees and plowed fallow land between plantings. Dowling Fruit Orchard is now closed and was the only agricultural producing site in the City. The Project would redevelop the former Orchard site into a 610,000 sf industrial warehousing building which would result in the conversion of important farmland to non-agriculture use.

Because the Project is located on a site that consists of Prime Farmland and Unique Farmland as identified by CDOC's Farmland Mapping and Monitoring Program, the Project would have a potentially significant impact on agricultural resources. CEQA Guidelines Section 21061.2, *Land Evaluation and Site Assessment* (LESA), defines LESA as a decision-making methodology to assess the potential environmental impacts of State and local projects on agricultural land. An Agricultural Resources Technical Report shall be prepared using the California LESA Methodology to determine the significance of agricultural land conversion. Accordingly, impacts are potentially significant and would be further addressed in the EIR.

b) *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Finding: No Impact: According to City's General Plan Program EIR, there are no Williamson Act contract lands within the City of Beaumont (City of Beaumont, 2020b). The Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts to agricultural zoning or Williamson Act contracts are anticipated or identified, and this issue will not be discussed further in the EIR.

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))?*

Finding: No Impact: According to the City's General Plan Program EIR, there are no properties within the City that are zoned for forest land, timberland, or timberland production (City of Beaumont, 2020b). The current Zoning Classification for the Project site is Manufacturing. The Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, no impacts are anticipated or identified, and this issue will not be discussed further in the EIR.

d) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Finding: No Impact: According to the City's General Plan Program EIR, there are no forest lands within the City and the environmental conditions are not suitable for the creation of a mature stand of forest trees (City of Beaumont, 2020b). The Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are anticipated or identified, and this issue will not be further discussed in the EIR.

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?***

Finding: Potentially Significant Impact: As discussed in Response 3.4.2(a), because the Project would convert the former Dowling Fruit Orchards which is identified as "Prime Farmland" and "Unique Farmland" to a logistics center for industrial use, there is potential for significant impacts resulting in conversion of farmland to non-agricultural use. An Agricultural Resources Technical Report shall be prepared using the California LESA Methodology to determine the significance of agricultural land conversion. Accordingly, impacts are potentially significant and would be further addressed in the EIR.

3.4.3 Air Quality

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Conflict with or obstruct implementation of the applicable air quality plan?***	☑	☐	☐	☐
b)	***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***	☑	☐	☐	☐
c)	***Expose sensitive receptors to substantial pollutant concentrations?***	☑	☐	☐	☐
d)	***Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?***	☑	☐	☐	☐

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

Finding: Potentially Significant Impact: The Project site is located in the South Coast Air Basin (SCAB). Air quality within the SCAB is regulated by the South Coast Air Quality Management District (SCAQMD). Standards for air quality are documented in the SCAQMD's Air Quality Management Plan (AQMP), which was adopted by SCAQMD on March 03, 2017 (SCAQMD, 2017). The proposed Project's construction and operational activities would emit pollutants into the SCAB that have potential to conflict with or obstruct implementation of the SCAQMD's AQMP. Accordingly, an Air Quality Technical Report shall be prepared for the Project and the EIR will evaluate the proposed Project's potential to conflict with the adopted SCAQMD's AQMP.

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?*

Finding: Potentially Significant Impact: Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the 2016 SCAQMD AQMP (SCAQMD, 2017). Implementation of the proposed Project has the potential to exceed daily air pollutant emission significance thresholds established by the SCAQMD's AQMP during both construction and long-term operation. Accordingly, an Air Quality Technical Report will be prepared and Project-related air emissions will be modeled using the SCAQMD's California Emissions Estimator Model (CalEEMod). The purpose of this model is to estimate air quality emissions for criteria pollutants from direct and indirect sources. The EIR will quantify the Project's expected pollutant levels and evaluate whether the proposed Project's emissions would violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

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

Finding: Potentially Significant Impact: The Project has the potential to expose sensitive receptors to localized criteria pollutant emissions and/or diesel particulate matter (DPM) emissions from mobile sources (i.e., automobile/truck exhaust). These pollutants pose risks to human health. There is a potential for exposing nearby sensitive receptors to substantial pollutant concentrations associated with the Project. The Project's potential to expose nearby sensitive receptors to substantial pollutant concentrations will be studied in the Air Quality Technical Report and will be disclosed in the EIR.

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

Finding: Potentially Significant Impact: Any temporary odor impacts generated during Project-related construction activities, such as asphalt paving and the application of architectural coatings, would be short-term and cease upon completion of the construction phase of the Project. The industrial uses proposed for the Project site are not expected to involve uses or activities that generate substantial or noticeable amounts of odor during long-term operation. Regardless, the Project's potential to expose a substantial number of people to objectionable odors during both construction and operation will be studied in a Project-specific Air Quality Technical Report, and the findings of the Air Quality Technical Report will be disclosed by the EIR.

3.4.4 Biological Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***	☑	☐	☐	☐
b)	***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***	☐	☐	☐	☑
c)	***Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***	☐	☐	☐	☑
d)	***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?***	☑	☐	☐	☐
e)	***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***	☐	☐	☐	☑
f)	***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***	☑	☐	☐	☐

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 Wildlife or U.S. Fish and Wildlife Service?*

Finding: Potentially Significant Impact: The approximate 30.90-acre Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The entire Project site is generally flat and is characterized as either an active orchard or disturbed plowed fallow land (devoid of vegetation) between plantings. The western area of the Project site is dominated by an existing fruit stand, orchard support structures, and

residence. The Project site is located within an MSHCP predetermined Survey area for two MSHCP narrow endemic plant species including Marvin's (Yucaipa) onion and many-stemmed dudleya. In addition, there is potential habitat within the Project site for four MSHCP covered species that include Cooper's hawk, white-tailed kite, loggerhead shrike, and California horned lark. As a result, a Biological Resources Technical Report will be prepared to identify the presence of candidate, sensitive, or special status species and determine whether the Project would have a substantial adverse effect on these species through habitat modifications. Impacts are considered potentially significant and will be further addressed in the EIR.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Finding: No Impact: The entire Project site is generally flat and is characterized as either an active orchard or disturbed plowed fallow land (devoid of vegetation) between plantings. According to the City's General Plan 2040 Program EIR, there are no CDFW or USFWS riparian scrub, forest, woodlands habitat, or sensitive vegetation communities documented within or adjacent to the Project site (City of Beaumont, 2020b). Therefore, no impacts are anticipated or identified, therefore this issue will not be further discussed in the EIR.

c) *Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Finding: No Impact: See response for 3.4.4(b). There are no wetlands on the Project site. Accordingly, no impact would occur, therefore this issue will not be further discussed in the EIR.

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 impeded the use of native wildlife nursery sites?*

Finding: Potentially Significant Impact: The Project site does not represent a regional wildlife movement corridor and provides no natural unrestricted ridgelines, water courses, or native open space habitats that would facilitate regional wildlife movement through the area. The Project site is completely bordered by high traffic roads including SR-60 to the north, warehouse facilities, and fenced Riverside County Department of Waste Resources Closed Beaumont Sanitary Landfill on all of the remaining boundaries.

The Project site possesses vegetation including ornamental trees and shrubs expected to potentially provide nesting habitat for nesting birds protected under the California Department of Fish and Game (CDFG) Codes including MSHCP covered species potentially occurring onsite. As a result, a Biological Resources Technical Report will be prepared to identify the presence of candidate, sensitive, or special status species and determine whether the Project would have a substantial adverse effect on these species through

habitat modifications. Impacts are considered potentially significant and will be further addressed in the EIR.

e) *Would the Project conflict with any local polices or ordinances protecting biological resources, such as tree preservation policy or ordinance?*

Finding: No Impact: The City of Beaumont does not possess an ordinance pertaining to the protection of trees (City of Beaumont, 2020b). The Project would not conflict with any local policies or ordinances protecting biological resources. Accordingly, no impacts are anticipated or identified, therefore this issue will not be further discussed in the EIR.

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

Finding: Potentially Significant Impact: As disclosed in response 3.4.4(a), the Project site is located within the Western Riverside County MSHCP. As a result, a Biological Resources Technical Report will be prepared to determine if the Project would conflict with the MSHCP or other approved local or state habitat conservation plans. Accordingly, impacts are considered potentially significant and will be further addressed in the EIR.

3.4.5 Cultural Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***	☑	☐	☐	☐
b)	***Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***	☑	☐	☐	☐
c)	***Disturb any human remains, including those interred outside of formal cemeteries?***	☑	☐	☐	☐

a) *Would the Project cause a substantial adverse change in the significant of historical resources pursuant to §15064.5?*

Finding: Potentially Significant Impact: Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patters of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possess high artistic values;

4) Has yielded, or may be likely to yield, information important in prehistory or history.

The Project involves demolition of one historic-aged orchard and three historic-aged buildings located on the Project site which were constructed in the 1950s. If these buildings are determined to be historically significant, demolition of the orchard and structures would result in a significant impact. As a result, a Historic Structure Assessment will be prepared and incorporated into the EIR.

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Finding: Potentially Significant Impact: The Project would involve demolition and grading activities to construct the proposed warehouse building. There may be a potential to encounter archeological resources in areas requiring grading into native soils. A Cultural Resources Report will be prepared to determine the sensitivity of archaeological resources on the

site and potential impacts during grading activities; additional analysis will be provided in the EIR.

c) *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Finding: Potentially Significant Impact: The Project would involve demolition and grading activities to construct the proposed warehouse building. There is potential for the possibility of uncovering human remains during Project-related grading activities. Impacts are considered potentially significant and will be further addressed in the EIR.

3.4.6 Energy

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***	☑	☐	☐	☐
b)	***Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***	☑	☐	☐	☐

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?***

Finding: Potentially Significant Impact: Project-related construction and operational activities would use local energy resources, including gasoline, diesel fuel, and electricity.

Construction

Construction of the proposed Project would create temporary increased demands for energy use to power the construction equipment. The energy use would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas or diesel-powered. The later construction phases could require electricity-powered equipment for interior construction and architectural coatings. Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; and construction waste reduction. The Project would be required to comply with CALGreen.

The Project could potentially result in wasteful, inefficient, or unnecessary use of energy during construction. It is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards, so that adequate energy efficiency level is achieved. Nonetheless, construction trips have the potential to result in unnecessary use of energy. Accordingly, an Energy Impact Report will be created to assess the potential sources of wasteful or inefficient use of energy during the Project's construction or long-term use.

Operation

The Project would comply with the 2020 California Energy Commission Building Energy Efficiency Standards. Therefore, the proposed Project would result in more energy efficient buildings and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Further, electrical energy would also be required during operation which are currently unknown. Accordingly, an Energy Impact Analysis will be created to assess the potential sources of wasteful or inefficient use of energy during the Project's construction or long-term use. Energy use will be discussed in the EIR.

b) *Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Finding: Potentially Significant Impact: The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006 and 2011. The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Renewable energy sources include wind, small hydropower, solar, geothermal, biomass, and biogas; electricity production from renewable sources is generally considered carbon neutral. Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed Senate Bill 100 (SB 100), which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. The Project is not anticipated to conflict with or obstruct the State's renewable energy targets. Additionally, the Project will be required to comply with the California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24). Nonetheless, the EIR will analyze the Project's potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Accordingly, an Energy Impact Analysis will be prepared to assess the potential conflict with or obstruction to a state or local plan for renewable energy or energy efficiency.

3.4.7 Geology and Soils

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☑	☐	☐	☐
ii) Strong seismic ground shaking?	☑	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☑	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☑	☐	☐	☐
e) Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☑	☐	☐	☐

a) ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

ii) Strong seismic ground shaking?

Finding: Potentially Significant Impact: The Project lies within the valley of the San Gorgonio Pass fault zone that separates the granitic mountain blocks of the San Bernadino Mountains to the north and the San Jacinto Mountains to the southeast. This region of San Gorgonio Pass, including the Project, is characterized by Pleistocene sediments that were shed off the topographic highs of the San Bernardino Mountains and deposited onto the valley floor below by the intermittent flows of several creeks and washes in the valley. The fault is expected to be seismically active and has the potential to rupture. A Geotechnical Investigation Report will be prepared to assess the potential effects on geology and soils from Project construction and operation. Impacts are considered potentially significant and will be further addressed in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Finding: No Impact: According to the City's General Plan Program EIR, the Project site is located in an area of "Very Low" liquefaction susceptibility (City of Beaumont, 2020b). Accordingly, no impacts associated with seismic-related ground failure, including liquefaction, would occur, and this issue will not be discussed further in the EIR.

iv) Landslides?

Finding: No Impact: Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. The Project site is not located within a landslide zone. Accordingly, no impact related to landslide hazards would occur, and this issue will not be discussed further in the EIR.

b) *Would the Project result in substantial soil erosion or the loss of topsoil?*

Finding: Less than Significant Impact: Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Soil erosion and/or the loss of topsoil could occur when soil is exposed during Project construction activities. Developments under the City's land use control would require submittal of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by City staff prior to issuing building permits (City of Beaumont, 2020b). A SWPPP would identify the sources of pollution that may affect the quality of stormwater discharges and describe and ensure the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 3-1, *Examples of Construction-Phase Stormwater Pollution Prevention BMPs*.

Table 3-1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Following construction activities, the Project site would be developed with hardscape and landscaping and would not result in substantial erosion or siltation. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant, and this issue will not be discussed further in the EIR.

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?*

Finding: Potentially Significant Impact: The Project site is generally flat, is susceptible to subsidence, and has a liquefaction susceptibility of "very low" as disclosed in the City's General Plan 2040 Program EIR (City of Beaumont, 2020b). The Project has the potential to cause ground or soil failures if improperly engineered or constructed. A Geotechnical Investigation Report shall be prepared to assess the potential effects on geology and soils from Project construction and operation. Impacts are considered potentially significant and will be further addressed in the EIR.

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?*

Finding: Potentially Significant Impact: The Project site may be subject to expansive soil, which could create substantial direct or indirect risks to life or property. As discussed in the response 3.4.8(a), a Geotechnical Investigation Report will be prepared to determine if the Project is located on expansive soil. Impacts are considered potentially significant and will be further addressed in the EIR.

e) *Would the project have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

Finding: No Impact: The Project does not involve the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. The Project proposes infrastructure improvements including a sanitary sewer service that would connect to an 8-inch existing sewer main on Nicholas Road. Implementation of the Project would require coordination with the City to approve connections to the municipal sewer system. Accordingly, no impacts related to the use of septic tanks or alternative waste water disposal systems would occur, and this issue will not be discussed further in the EIR.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Finding: Potentially Significant Impact: There is a high potential to yield significant paleontological resources within the Project area. A Paleontological Resources Assessment Report will be prepared to identify any potential significant paleontological resources or unique geologic features onsite. Results of the Paleontological Resources Assessment Report will be discussed in the EIR, along with any potential Project Impacts.

3.4.8 Greenhouse Gas Emissions

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***	☑	☐	☐	☐
b)	***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***	☑	☐	☐	☐

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Finding: Potentially Significant Impact: Greenhouse gas (GHG) emissions associated with the proposed Project would primarily be associated with emissions from Project-related traffic. In addition, Project-related construction activities, energy consumption, water consumption, and solid waste generation also would contribute to the Project's overall generation of GHGs. Specifically, Project-related construction and operational activities would result in the emissions of carbon dioxide (CO_2), nitrogen dioxide (NO_2), and methane (CH_4), which are GHGs. A Project-specific GHG emissions report will be prepared for the Project to determine whether the Project exceeds SCAQMD's bright-line greenhouse gas emissions threshold and result in a significant impact. The results of the GHG Emissions Report will be documented in the EIR.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Finding: Potentially Significant Impact: The City of Beaumont adopted a Climate Action Plan, the Sustainable Beaumont Plan, in November 03, 2015. Through the Sustainable Beaumont Plan, the City has established goals and policies to work towards using energy more efficiently (City of Beaumont, 2015). The Project's potential impacts due to GHG emissions shall be assessed in the required GHG Emissions Report based on the consistency with the City's Climate Action Plan (Sustainable Beaumont Plan). The EIR will document the findings of the Project-specific GHG Emissions Report and evaluate the Project for consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

3.4.9 Hazards and Hazardous Materials

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?***	☑	☐	☐	☐
b)	***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***	☑	☐	☐	☐
c)	***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***	☐	☐	☐	☑
d)	***Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***	☑	☐	☐	☐
e)	***For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***	☐	☐	☐	☑
f)	***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***	☐	☐	☑	☐
g)	***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***	☑	☐	☐	☐

a) ***Would the Project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?***

Finding: Potentially Significant Impact: The term "hazardous material" is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of "hazardous material" is the same as that outlined in the California Health and Safety Code, Section 25501:

Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as that in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Hazardous materials such as fuels, greases, paints, and cleaning materials would be used during construction of the proposed Project. Onsite construction equipment may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. A Phase I Environmental Site Assessment will be prepared to review the potential for existing hazardous materials onsite and analyze potential hazards to public safety and the environment related to the routine transport, use, or disposal of hazardous materials during construction.

Additionally, operation of existing and future warehousing uses at the Project site may involve the use of regulated hazardous materials. The precise materials that would be used onsite are not known, as the tenants of the proposed buildings are not yet defined. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. Therefore, potentially significant impacts may occur and will be addressed in the EIR.

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?*

Finding: Potentially Significant Impact: The Project site is developed with the former Dowling Fruit Orchard with an abandoned produce store and sheds on the northwestern corner of the site. As mentioned in response 3.4.9(a), a Phase I Environmental Site Assessment shall be prepared to review existing resources and analyze potential impacts relating to hazards and hazardous materials. Further analysis in the EIR is necessary to characterize the

existing conditions of the Project site with respect to past and current activities involving the handling, use, and storage of hazardous materials. Additionally, operation may involve the use of regulated hazardous materials. Based on the findings of the analysis, it will be determined whether the proposed Project would 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 during demolition, construction, or operation. Therefore, potentially significant impacts may occur and will be addressed in the EIR.

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?*

Finding: No Impact: The Project is surrounded by industrial and vacant land uses. There are no existing or proposed schools located within one-quarter mile of the proposed Project site. The nearest school is Three Rings Elementary School, located approximately 2,280 feet (0.43 mile) northeast of the Project site. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts are identified or anticipated, and this issue will not be discussed further in the EIR.

d) *Would the Project be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Finding: Potentially Significant Impact: Further analysis in the EIR is necessary to characterize the existing conditions within the Project site with respect to past and current activities involving the handling, use, and storage of hazardous materials. A Phase I Environmental Site Assessment will be prepared to determine whether the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. Therefore, potentially significant impacts may occur and will be addressed in the EIR.

e) *For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Finding: No Impact: There are no airports within the City of Beaumont. The nearest airport is the Banning Municipal Airport, located approximately eight miles east of the Project site. The Project site is not within an airport land use plan or within two miles of a public use airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impacts are identified or anticipated, and this issue will not be discussed further in the EIR.

f) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Finding: Less than Significant Impact: The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts.

The Project site is located adjacent to SR-60, which is designated as an evacuation route in the City's General Plan. As addressed in the City's General Plan, during any future development activities, measures would be taken to maintain SR-60 at all times (City of Beaumont, 2020a, p. 229). The City would review the Project for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans in order to ensure the safety of City residents and the physical environment. All construction and operation would be required to be performed per the City's and CalFire standards and regulations. For example, future development is required to provide the necessary access and circulation for emergency vehicles and services during the construction and operation phases. Future developments would also be required to go through the City's development review and permitting process and as set forth in Chapter 15.02 (Fire Code) of the City's Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.) The Project would be required to comply with the City's General Plan policies and existing laws and regulations. Therefore, impacts would be less than significant, and this issue will not be discussed further in the EIR.

g) ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Finding: Potentially Significant Impact: The area north of the SR-60 Freeway immediately north of the Project site is designated as a Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire, 2022). Because the proposed development would be adjacent to a VHFHSZ, the Project has the potential to expose people or structure, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. A wildfire analysis shall be prepared to assess the Project's potential impacts to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts are potentially significant and will be addressed in the EIR.

3.4.10 Hydrology and Water Quality

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***	☑	☐	☐	☐
b)	***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***	☑	☐	☐	☐
c)	***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***				
i.	***Result in substantial erosion or siltation on- or off-site;***	☐	☐	☑	☐
ii.	***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***	☑	☐	☐	☐
iii.	***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***	☑	☐	☐	☐
iv.	***impede or redirect flood flows?***	☐	☐	☐	☑
d)	***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***	☐	☐	☐	☑
e)	***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***	☑	☐	☐	☐

a) *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Finding: Potentially Significant Impact: The US Environmental Protection Agency (EPA) establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The Santa Ana Regional Water Quality Control Board (SARWQCB) administers the NPDES permitting programs for the City of Beaumont and is responsible for developing waste discharge requirements. SARWQCB requirements include those requiring preparation and implementation of a water quality management plan (WQMP) to control contaminants into storm drain systems, educate the public about stormwater impacts, detect and eliminate illicit

discharges, control runoff from construction sites, and implement BMPs and site-specific runoff controls and treatments. Project operation and construction activities such as grading would have the potential to result in water quality impacts due to the risk of pollutant discharges. Accordingly, impacts are potentially significant and will be addressed in the EIR.

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?*

Finding: Potentially Significant Impact: The Beaumont-Cherry Valley Water District (BCVWD) would supply water to the Project. Approval from the BCVWD would be required for construction of water infrastructure and connection to the water distribution system. The Project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Project's potential to effect groundwater supplies and groundwater recharge will be evaluated based on BCVWD's adopted Urban Water Management Plan. Accordingly, impacts are potentially significant and will be addressed in the EIR.

c) *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) result in substantial erosion or siltation on- or off-site;

Finding: Less than Significant Impact: See response 3.4.7(b). Developments under the City's land use control would require submittal of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by City staff prior to issuing building permits (City of Beaumont, 2020b). A SWPPP would identify the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in 0, above. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Following construction activities, the Project site would be developed with hardscape and landscaping and would not result in substantial erosion or siltation. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant, and this issue will not be discussed further in the EIR.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;

iii) create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Finding: Potentially Significant Impact: The Project proposes drainage improvements that could substantially alter the existing drainage pattern of the site. Runoff from the Project site's parking lots, driveways, and roof drains would be directed to nine catch basins and conveyed by storm drain lines to the proposed bio-retention basin located along the

westerly edge of the Project site. Runoff from the southwest corner of the lot would be directed to a catch basin (modular wetland system). Overflow from the bio-retention basin and modular wetland system would be conveyed by the proposed outlet to the 42-inch public storm drain lateral C-4 on Prosperity Way. A Hydrology and Drainage Study shall be prepared to assess the Project's effects on the proposed drainage patterns. Accordingly, impacts are potentially significant and will be addressed in the EIR.

iv) impede or redirect flood flows?

Finding: No Impact: The Project site is located within "Zone X", which is an area of 0.2% annual chance flood, in FEMA Flood Insurance Rate Map (FIRM) panel 06065C0811G (effective 08/28/2008) (FEMA, 2008). Therefore, no impacts are anticipated or identified, and this issue will not be discussed further in the EIR.

d) *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Finding: No Impact: The Project site is located inland and no significant bodies of water are located in the Project vicinity. Therefore, the Project is not located within a tsunami or seiche zone. The Project site is located within "Zone X", which is an area of 0.2% annual chance flood (FEMA, 2008). Therefore, no impacts are anticipated or identified, and this issue will not be discussed further in the EIR.

e) *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Finding: Potentially Significant Impact: See response 3.4.10(a). The Santa Ana Regional Water Quality Control Board maintains the local water quality control plan. A Preliminary WQMP will be prepared to identify and mitigate potential water quality impacts. Accordingly, impacts are potentially significant and will be addressed in the EIR.

3.4.11 Land Use and Planning

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Physically divide an established community?***	☐	☐	☐	☑
b)	***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?***	☐	☐	☐	☑

a) *Would the Project physically divide an established community?*

Finding: No Impact: The Project is surrounded by industrial and vacant land uses along with the SR-60 Freeway immediately north of the Project site. The nearest residential uses are located across the junction of SR-60 Freeway and I-10 over 1,000 feet to the northeast. The proposed Project site would be consistent with the existing General Plan designation and zoning classification. The Project would align with the City's land use plan to place industrial uses in industrial areas. As the project is surrounded by similar industrial uses and buildings, no aspect of the Project would divide an established community. Therefore, no impacts are identified or anticipated and this issue will not be further discussed in the EIR.

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?*

Finding: No Impact: The Project would be consistent with the existing General Plan designation and zoning classification for the Project site. The Project would comply with all applicable land use planning goals and policies, and Municipal Code requirements. The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impacts are anticipated or identified and this issue will not be further discussed in the EIR.

3.4.12 Mineral Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***	☐	☐	☐	☑
b)	***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***	☐	☐	☐	☑

a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Finding: No Impact: According to the City's General Plan 2040 Program EIR, the City has no known or identified mineral resources of regional or statewide importance (City of Beaumont, 2020b). As depicted in the General Plan Figure 5.11-1, Mineral Resources Zones, the Project site is located in mineral resource zone MRZ-3 where the significance of mineral deposits is undetermined. The California Department of Conservation does not show oil, gas, or geothermal fields underlying the Project site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (CDOC, 2019a). No mines, oil wells, or other resource extraction activity occurs on the Project site or is known to have ever occurred on the Project site. Therefore, no impacts are identified or anticipated and this issue will not be further discussed in the EIR.

b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

Finding: No Impact: See response 3.4.2(a). As discussed above, no known locally-important mineral resources exist on or near the Project site, and no mineral resource extraction activities occur on the site. The Project site is predominantly developed with an abandoned fruit orchard. Thus, the Project would not result in the loss of availability of locally-important mineral resources. Accordingly, no impacts would occur and this issue will not be further discussed in the EIR.

3.4.13 Noise

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project result in:					
a)	***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***	☑	☐	☐	☐
b)	***Generation of excessive groundborne vibration or groundborne noise levels?***	☑	☐	☐	☐
e)	***For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***	☐	☐	☐	☑

a) ***Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies***

Finding: Potentially Significant Impact: Project-related construction activities, as well as long-term operational activities (including on-site activities and the expected increases in vehicular travel along area roadways), may expose persons in the vicinity of the Project site and/or its primary truck routes to noise levels in excess of standards established by the City's General Plan. A Noise Impact Report will be prepared to analyze the potential for the Project to expose people, on- or off-site, to noise levels in excess of established noise standards. The results of the Noise Impact Report will be disclosed in the EIR.

b) ***Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?***

Finding: Potentially Significant Impact: Long-term operation of the proposed Project is not anticipated to result in perceptible levels of groundborne vibration or groundborne noise and no impact would occur. However, construction activities on the Project site may produce groundborne vibration or groundborne noise levels during demolition, earthwork/grading, and/or during the operation of heavy machinery. A Noise Impact Report will be prepared to analyze the potential for the Project to generate excessive groundborne vibration or groundborne vibration noise levels. Therefore, potentially significant impacts may occur. The results of the Noise Impact Report will be disclosed in the EIR.

c) ***For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Finding: No Impact: There are no airports within the City of Beaumont. The nearest airport is the Banning Municipal Airport, located approximately eight miles east of the Project site. The Project site is not within an airport land use plan or within two miles of a public use airport. Therefore, the Project would not result in excessive noise for people residing or working at the Project site. No impacts are identified or anticipated and this issue will not be further discussed in the EIR.

3.4.14 Population and Housing

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***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)?***	☐	☐	☐	☑
b)	***Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?***	☐	☐	☐	☑

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)?*

Finding: No Impact: The Project would result in the development of approximately 610,000 sf warehousing and office building. The Project would result in an approximate 600 employees in two to three shifts per day. According to the City's December 2020 Updated General Plan, there are 11,400 jobs within the City in 2020. The City's General Plan contains newer projections than Southern California Association of Governments' (SCAG) projections. SCAG forecasted 15,900 jobs in the City by the year 2045 and the General Plan forecasted that the City would provide 21,497 jobs within the City limits, exceeding SCAG forecasts (City of Beaumont, 2020b; SCAG, 2020). The Project's proposed jobs would represent approximately 2.8 percent of the City's forecast and 13.3 of SCAG's forecast. The Project is consistent with the City's General Plan buildout assumptions and therefore is also consistent with SCAG 2045 employment projections for the City. Project-generated jobs are within the employment projections for the City of Beaumont. In accordance with the City's General Plan, employment uses are focused along the major corridors including the SR-60 Freeway. The Project site is within the Interstate Employment subarea, which is recognized as an area to accommodate additional job intensive uses. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impact would occur and this issue will not be further discussed in the EIR.

b) *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Finding: No Impact: The Project site is currently abandoned and there are no people living at the site. The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur and this issue will not be further discussed in the EIR.

3.4.15 Public Services

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☑
Police protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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: a) Fire protection; b) Police protection; c) Schools; or d) Other public facilities?***

Finding:

Fire protection. No Impact: Fire services are provided by the Riverside County Fire Department (RCFD) and Cal Fire. There are two fire stations within Beaumont that serve the City: Station 20 and Station 66. The closest fire station to the Project site is Station 20, located approximately 2.6 miles to the east. The City also has access to 21 shared fire engines: 7 in San Jacinto, 5 in Desert Hot Springs, and 9 in Moreno Valley (City of Beaumont, 2020b).

As indicated above, the Project would demolish the existing structures and replace it with an industrial warehouse building. The Project is consistent with the City's General Plan land uses. Therefore, the proposed industrial use has been accounted for in the City's buildout projections. The City's General Plan EIR indicated that General Plan buildout would not result in a substantial impact on fire projections services (City of Beaumont, 2020b). Furthermore, the Project would not generate the need for new firefighters or fire protection facilities. In the event of an emergency within the Project site that requires more resources than the primary fire stations that serve the area could provide, resources and personnel may be dispatched from other RCFD stations, as necessary, to respond to fire and emergency calls.

The City has adopted the 2019 California Fire Code that lists the minimum required fire-flow and flow duration for buildings of different floor areas and construction types in Chapter 15.20, Fire Code, within the City's Municipal Code. The Project would be required to comply with all applicable RCFD and City codes, ordinances, and regulations regarding fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements. The Project would not generate the need for new firefighters or fire protection facilities. The demand for fire protection services resulting from the Project would not require the construction of new, or alteration of, existing fire protection facilities to maintain an adequate level of fire

protection service. Moreover, the Project would be required to pay a development impact fee (DIF) to the City to assist in providing for future fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction when they are needed. Therefore, no physical impacts associated with the provision of fire protection services would occur, and this issue will not be further discussed in the EIR.

Police Protection. No Impact: Police protection services are provided by the City of Beaumont at one police station located at 660 Orange Street (approximately 1.35 miles east of the Project site). According to the City's General Plan EIR, the City has a goal to provide 1 officer per 1,000 population and would meet this goal for General Plan buildout through implementation of existing and future Community Facilities Districts and requirements for a fiscal impact analysis for projects requirement a general plan amendment or annexation to the City (City of Beaumont, 2020b).

The Project incorporates safety features such as setbacks from the street and well-lit exterior spaces with visual exposure. The Project would not generate a substantial increase in employees/personnel or uses necessitating increased calls of service. The Project would not require the construction of new, or alteration of, existing police protection facilities to maintain an adequate level of police protection service. Moreover, the Project would be required to pay DIF fees to the City to assist in providing for future police protection facilities. Therefore, no physical impacts associated with the provision of police protection services would occur, and this issue will not be further discussed in the EIR.

Schools. No Impact: The City of Beaumont is serviced by the Beaumont Unified School District. The proposed Project would pay school impact fees but would not generate new residents or students and, therefore, would have no impact on school services or facilities. Therefore, this issue will not be further discussed in the EIR.

Parks. No Impact: The City's Parks and Recreation Department operates and manages parks and park programs for the City of Beaumont. As indicated above, the Project would not generate new residents and would have no impact on park services or facilities. Therefore, this issue will not be further discussed in the EIR.

Other Public Facilities. No Impact: No new government services would be needed to implement the Project. Therefore, this issue will not be further discussed in the EIR.

3.4.16 Recreation

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
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?***	☐	☐	☐	☑
b)	***Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?***	☐	☐	☐	☑

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?***

Finding: No Impact: The proposed Project would not result in an increase in resident population in the City and would not increase the demand for park facilities. Therefore, no impact would occur and issue will not be further discussed in the EIR.

b) ***Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Finding: No Impact: The proposed Project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, no impacts would occur and issue will not be further discussed in the EIR.

3.4.17 Transportation

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***	☑	☐	☐	☐
b)	***Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***	☑	☐	☐	☐
c)	***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***	☑	☐	☐	☐
d)	***Result in inadequate emergency access?***	☐	☐	☑	☐

a) *Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Finding: Potentially Significant Impact: Implementation of the Project would result in construction and operation of a 610,000 sf warehouse and office building. The Project has the potential to result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies. A transportation analysis will be prepared to address the Project's consistency with circulation-related programs, plans, and policies. This issue will be evaluated further in the EIR.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Finding: Potentially Significant Impact: Vehicle miles traveled (VMT) is an indicator of the travel levels on the roadway system by motor vehicles. It corresponds to the number of vehicles multiplied by the distance traveled in a given period over a geographical area. In other words, VMT is a function of (1) number of daily trips and (2) the average trip length (VMT= daily trips x average trip length). The Project has the potential to increase vehicle trips and resulting VMT. A VMT analysis will be prepared to determine whether the Project would result in a significant increase in VMT. This issue will be evaluated further in the EIR.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Finding: Potentially Significant Impact: An access study will be prepared to evaluate truck turning movements and automobile access. The study will evaluate the safe movement of trucks and automobiles to ensure that the Project design would not result in any potentially hazardous traffic conditions. This issue will be evaluated further in the EIR.

d) *Would the Project result in inadequate emergency access?*

Finding: Less than Significant Impact: Future development would be required to comply with all applicable RCFD and City codes, ordinances, and regulations regarding emergency access. The City would be responsible for reviewing Project infrastructure, access, and compliance with related codes and standards prior to issuance of building permits. Therefore, impacts on emergency access would be less than significant, this issue will not be further discussed in the EIR.

3.4.18 Tribal Cultural Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 defines 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					
a)	***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)?***	☑	☐	☐	☐
b)	***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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***	☑	☐	☐	☐

a) ***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)?***

Finding: Potentially Significant Impact: In accordance with AB 52, the City of Beaumont is required to send notifications of the proposed Project to Native American tribes with possible traditional or cultural affiliation to the area and will consult with interested tribes regarding the Project's potential to affect a tribal cultural resource. The results of the Native American consultation will be disclosed in the EIR, which will evaluate the Project's potential to cause a substantial adverse change to tribal cultural resources that are 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).

b) ***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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe***

Finding: Potentially Significant Impact: This topic will be discussed in the EIR, as explained above in Section 3.4.18(a).

3.4.19 Utilities and Service Systems

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***	☐	☐	☑	☐
b)	***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***	☐	☐	☑	☐
c)	***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?***	☐	☐	☑	☐
d)	***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?***	☐	☐	☑	☐
e)	***Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***	☐	☐	☑	☐

a) ***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Finding: Less than Significant Impact: The Project would introduce recycled water mains and drainage lines that would connect to existing facilities adjacent to the Project site. Water would be accommodated via a proposed 18-inch water main that would extend from the southeastern corner of the building to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Similarly, recycled water to the Project site would be provided via a proposed 12-inch recycled water main that would extend from the southeastern parking lot to an existing point of connection at Prosperity Way, running west along the southern Project boundary. Proposed 6-inch sewer lines would be extended from the southeastern corner of the building, which would connect to an 8-inch existing sewer main on Nicholas Road. Portions of two existing forced main sewer lines (one 12-inches in diameter, and one 16-inches in diameter) that are currently running north-south along the western property boundary will undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way.

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

The Project site would require the re-routing of electric lines in coordination with Southern California Edison. Portions of the existing two (2) natural gas lines (one 4-inches in diameter, and one 6-inches in diameter) that are currently running north-south along the western property boundary will also undergo re-routing on-site in the southwest corner to accommodate the planned driveway improvement connecting to Prosperity Way.

Construction of the proposed utilities systems will be coordinated with respective agencies to ensure no significant environmental impacts would occur. The Project would not require the construction of new or expanded service system facilities that would result in significant environmental effects. Impacts would be less than significant, and this issue will not be further discussed in the EIR.

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?*

Finding: Less than Significant Impact: The Project would be served with potable water from the BCVWD. The BCVWD conducts water planning based on City's General Plan forecast growth. BCVWD's 2020 Urban Water Management Plan projects a surplus in supply during normal year conditions through the year 2045. In single dry and multiple dry years, BCVWD will meet any shortfalls in supply by utilizing groundwater stored in the Beaumont Basin and has adopted a Water Shortage Contingency Plan to reduce demand to further reduce the dependence on groundwater and ensure adequate supply for six consecutive dry years through 2045 (BCVWD, 2021). The Project is consistent with the City's General Plan land use designation and therefore consistent with Citywide growth and buildout projections assumed in BCVWD's 2020 Urban Water Management Plan. Thus, there would be sufficient reliable water supplies available to meet Project demands. Therefore, impacts related to the availability of adequate water supplies to serve the Project from existing entitlements and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant, and this issue will not be further discussed in the EIR.

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?*

Finding: Less than Significant Impact: The City is responsible for the provision of sufficient wastewater conveyance and treatment services to customers within its service area. Wastewater generated in the City is treated at the Beaumont Wastewater Treatment Plant No. 1, which currently has a treatment capacity of 4.0 mgd with an average daily flow of 3.1 mgd. As such, the Beaumont Wastewater Treatment Plan No. 1 has an excess

capacity of 0.9 mgd. For the purposes of this Project, it is conservatively assumed that the amount of wastewater that would be generated by the Project is 100% percent of indoor water use. As shown in Table 3-2, *Water Demand Estimates*, the Project is estimated to generate 18,315 gpd (0.02 mgd) of wastewater requiring treatment. Therefore, the Beaumont Wastewater Treatment Plant No. 1 has sufficient excess capacity to treat Project-generated wastewater.

Table 3-2 Water Demand Estimates

Building Square Footage	Employee Count[1]	Indoor Water Demand Factor[1]	Indoor Water Demand
610,000	407	15 gpd/emp	18,315 gpd

[1] Based on recent water demand prepared by BCVWD for similar warehouse development project (Hidden Canyon), which estimated 1 employee per 1500 sf of warehouse/office space.

It should be noted that the City is currently upgrading and expanding the Beaumont Wastewater Treatment Plant No. 1, which would increase the treatment capacity from 4.0 mgd to 6.0 mgd. The upgrades and expansion to the Beaumont Wastewater Treatment Plant No. 1 is anticipated to adequately handle anticipated flows over the next 20 years. Therefore, the City has adequate capacity to serve the Project's projected demand in addition to the existing commitments and impacts would be less than significant. Therefore, this issue will not be further discussed in the EIR

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?*

Finding: Less than Significant Impact: Solid waste generated during the operation of the Project is anticipated to be collected by Waste Management or other private waste hauler and is anticipated to be hauled to Lamb Canyon Sanitary Landfill. Lamb Canyon Sanitary Landfill is permitted to receive 5,000 tons of solid waste per day with a remaining capacity of 19,242,950 cy as of January 2015. At buildout, the Project is estimated to generate approximately 1.42 pounds per 100 sf per day (CalRecycle, 2017), resulting in 8,662 pounds per day or 4.331 tons per day. The Project's increase in solid waste is well within the landfills remaining permitted capacity and is not anticipated to exceed the existing capacity. In compliance with Assembly Bill (AB) 939, the Project Applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the Lamb Canyon Landfill. The Project would not result in a significant increase in solid waste generation. Therefore, it would not result in the impairment of attaining solid waste reduction goals. Solid waste impacts resulting from implementation of the Project would be less than significant, and this issue will not be further discussed in the EIR.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Finding: Less than Significant Impact: The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

- AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The Project would be required to comply with the provisions of the 2019 Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. The proposed Project would be required to comply with all applicable laws and regulations governing solid waste, and impacts would be less than significant, this issue will not be further discussed in the EIR.

3.4.20 Wildfire

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a)	***Substantially impair an adopted emergency response plan or emergency evacuation plan?***	☐	☐	☑	☐
b)	***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***	☑	☐	☐	☐
c)	***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***	☑	☐	☐	☐
d)	***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***	☑	☐	☐	☐

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Finding: Less than Significant Impact: See response 3.9.4(f). The State Responsibility Areas (SRA) established by the California Board of Forestry and Fire Protection are areas where Cal Fire is the primary emergency response agency responsible for fire suppression and prevention (California Board of Forestry and Fire Protection, 2022). The Project site is not located within an SRA. However, the Project is located within a Local Responsibility Area (LRA) and therefore, is under the jurisdiction of the Riverside County Fire Department Office of Emergency Services (City of Beaumont, 2020b). Additionally, Cal Fire has designated the SR-60 Freeway immediately north to the Project site as a Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA (Cal Fire, 2022). The Project falls within the County's Local Hazard Mitigation Plan which includes recommendations for dealing with wildfire risks, primarily through creating defensible space by keeping fire fuel away from buildings.

The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts. The Project site is located adjacent to SR-60, which is designated as an evacuation route in the City's General Plan. As addressed in the City's General Plan, during any future development activities, measures would be taken to maintain SR-60 at all times (City of Beaumont, 2020a, p. 229). The City would review the Project for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans in order to ensure the safety

of City residents and the physical environment. All construction and operation would be required to be performed per the City's and CalFire standards and regulations. For example, future development is required to provide the necessary access and circulation for emergency vehicles and services during the construction and operation phases. Future developments would also be required to go through the City's development review and permitting process and as set forth in Chapter 15.02 (Fire Code) of the City's Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.) The Project would be required to comply with the City's General Plan policies and existing laws and regulations. Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and this issue will not be further discussed in the EIR.

b) *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Finding: Potentially Significant Impact: Cal Fire has designated the SR-60 Freeway immediately north of the Project site as a VHFHSZ. Factors such as vegetation (potential fuel for wildfires), climate, slope, and fire origin (proximity to development) could potentially exacerbate wildfire risks. Therefore, a wildfire analysis shall be prepared to assess the Project's potential effects to exacerbate wildfire risks. Impacts are potentially significant and will be addressed in the EIR.

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?*

Finding: Potentially Significant Impact: As described above, the Project site is located adjacent to a VHFHSZ. The Project would require the installation of associated infrastructure that may exacerbate fire risk. A wildfire analysis shall be prepared to assess the potential wildfire impacts associated with the installation or maintenance of associated infrastructure. Impacts are potentially significant and will be addressed in the EIR.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Finding: Potentially Significant Impact: The Project site is located adjacent to SR-60 which is designated as a VHFHSZ by Cal Fire. The Project could expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. A wildfire analysis shall be prepared to assess post-wildfire impacts. Impacts are potentially significant and will be addressed in the EIR.

3.4.21 Mandatory Findings of Significance

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?***	☑	☐	☐	☐
b)	***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***	☑	☐	☐	☐
c)	***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***	☑	☐	☐	☐

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?***

Finding: Potentially Significant Impact: The proposed development has the potential to result in impacts related to biological resources. Additionally, development has the potential to impact important examples of California history or prehistory. The EIR will analyze potentially significant topics in greater detail to determine whether the Project would generate significant impacts.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Finding: Potentially Significant Impact: Potentially significant impacts are identified in this Initial Study related to Agriculture and Forestry Resources, Air Quality, Biological Resources,

Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Wildfire. Cumulative impacts for all environmental topics will be addressed in the EIR.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Finding: Potentially Significant Impact: Development of the proposed Project could create direct and indirect adverse effects on humans. The Project has the potential to affect human beings through impacts related to Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation. The significance of these potential impacts will be analyzed in the EIR.

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