

3.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (EIR) examines the Potrero Logistics Center Warehouse Project (Project) and its consistency or conflicts with the applicable land use plans, policies, and regulations from Federal, State, and local agencies. The section also evaluates the potential impacts that the Project may have regarding its own land uses, but also the potential impacts to nearby land uses and developments. Information for this section was obtained from the City of Beaumont General Plan and the Riverside County General Plan's The Pass Area Plan.

3.10.1 ENVIRONMENTAL SETTING

The Project Site is currently located within two jurisdictions: the City of Beaumont (City) and unincorporated Riverside County (County). As previously discussed, Assessor Parcel Number (APN) 424-010-020 (21.32 acres) is in the City and currently has a General Plan land use designation of Industrial (I) and a zoning designation of Manufacturing (M). APNs 424-010-009 and 424-010-010 (referred to as the Annexation Area) are currently located in the County but would be annexed to the City as part of the Project. The current land use designation for both parcels is Rural Residential (RR) and the current zoning designation for both parcels is Controlled Development Area (W-2-20). The proposed warehouse development would occur on the 21.32-acre City parcel (APN 424-010-020) and the 9.94 acre County parcel (APN 424-010-009) (collectively referred to in the EIR as the Warehouse Site). Implementation of the proposed warehouse development would require land use and zone changes to the existing designations to County parcels, and annexation of the parcels in the County to the City.

The proposed General Plan Use Amendment designation for all Project parcels would be Industrial (I) and the proposed rezoning (for County parcels) designation would be Manufacturing (M) to follow the City's land use and zoning designations. As noted above, the Warehouse Site on which the proposed warehouse facility would be constructed encompasses two of the Project parcels. The third parcel, APN 424-010-010, would remain vacant and undeveloped, but land use and zoning changes would be adopted for this parcel. In addition, a Residential Overlay Zone would be adopted for APN 424-010-010. Overlay Zones refer to specific areas of the City where special development standards are applicable. Within these zones, additional development standards for defined areas (i.e., overlay zones) would be authorized, in addition to standards provided in the base zones. At this time, no development is proposed as part of this Project, there is no development application pending, and is, therefore, not considered in any additional detail other than as part of the annexation action.

A Residential Overlay Zone for APN 424-010-010 is proposed to comply with the requirements of Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019. Government Code § 66300(b)(1)(A) was enacted and provides that agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning...to a less intensive use... below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes, any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval. The proposed

General Plan Amendment on the 9.94-acre APN 424-010-009 (which is part of the Warehouse Site) would change the land use from Rural Residential (RR) to Industrial (I). Consequently, this land use amendment would remove the potential for developing seven residences on these 9.94 acres of the Warehouse Site.

In order to address the loss of potential housing units, the Project also includes the adoption of a Residential Overlay Zone that would allow residential development on the 28.41-acre APN 424-010-010 Annexation Area of the Project Site. The Project proposes the adoption of a Single Family Residential (R-SF) Overlay Zone that would allow for, but does not propose, development on the 28.41 acres at a density that would permit seven single family residential units to replace the seven single-family units currently allowed under the Rural Residential (RR) land use designation. The overlay zone preserves the ability for future development of these 28.41 acres within the Project Site at a residential density that ensures the residential capacity of the 38.35 acres being annexed to the City as part of the Project is maintained. The Project does not remove any existing residential units and does not propose to construct any residential units.

GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The overlay zone standards are intended to ensure that proposed uses and development result in a desirable character consistent with the General Plan.

The proposed General Plan Use Amendment designation for all Project parcels would be too Industrial (I) and the proposed rezoning (for County parcels) designation would be Manufacturing (M) to follow the City’s land use and zoning designations. A Residential Overlay Zone in compliance with SB 330 would be adopted for APN 424-010-010 (28.41 acres). Upon approval of the land use and zoning changes for the Project parcels, the City would request approval of annexation through the Local Agency Formation Commission (LAFCO) for the County parcels to be incorporated into the City. Refer to **Table 3.10-1: General Plan Land Use and Zoning Designations**, below for current and proposed land use and zoning designations:

Table 3.10-1: General Plan Land Use and Zoning Designations, describes the existing conditions of the Project Site and surrounding land uses.

Table 3.10-1: General Plan Land Use and Zoning Designations

	Location/APN	Size Acres	Existing General Plan Land Use Designation	Existing Zoning Designation	Proposed General Plan Land Use Designation	Proposed Zoning Designation
Project Site	424-010-020 (City)	21.32	Industrial (I)	Manufacturing (M)	Industrial (I)	Manufacturing (M)
	424-010-009 (County of Riverside)	9.94	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M)
	424-010-010 (County of Riverside)	28.41	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M) with Residential

Location/APN	Size Acres	Existing General Plan Land Use Designation	Existing Zoning Designation	Proposed General Plan Land Use Designation	Proposed Zoning Designation
					Single Family (RSF) Overlay Zone
Total	59.67				
North		(SFR) Single-Family Residential (UV) Urban Village (OS) Open Space	(SPA) Specific Plan Area	<i>No Change</i>	<i>No Change</i>
South		Rural Residential (RR)	County of Riverside	<i>No Change</i>	<i>No Change</i>
East		Rural Mountainous (RM)	County of Riverside	<i>No Change</i>	<i>No Change</i>
West		County of Riverside	County of Riverside	<i>No Change</i>	<i>No Change</i>

Sources: City of Beaumont. 2020. Land Use Map Final. <http://www.beaumontca.gov/DocumentCenter/View/36839/Beaumont-Land-Use-Map-Final> (accessed August 2021); City of Beaumont. 2020. Zoning Map Final. <http://www.beaumontca.gov/DocumentCenter/View/36840/Beaumont-Zoning-Map-Final> (accessed August 2021); County of Riverside. 2017. The Pass Area Plan, Figure 3: The Pass Area Plan Land Use Plan. https://planning.rctlma.org/Portals/14/genplan/2019/ap/PAP_102417.pdf (accessed August 2021); and County of Riverside. ND. May My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public (accessed August 2021).

The existing General Plan Land Use designations for the Project parcels are based on the adopted City's Elevate Beaumont 2040 - General Plan Update, Land Use Map Final and the County's The Pass Area Plan.

3.10.2 REGULATORY SETTING

FEDERAL

There are no federal land use regulations that are applicable to the Project.

STATE

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 to 66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)

Pursuant to SB 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019, Government Code § 66300(b)(1)(A) was enacted and provides that agencies shall not “chang[e] the general plan land use designation, specific plan land use designation, or zoning...to a less intensive use...below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018.” For purposes of Government Code § 66300(b)(1)(A), a “less intensive use” includes any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval. Thus, because the proposed General Plan Amendment on the Warehouse Site would remove the potential for developing seven residences on the Warehouse Site, the Project includes the adoption of a residential overlay zone that would allow residential development over the 28.41-acre APN 424-010-010 portion of the Annexation Area.

REGIONAL

Southern California Association of Governments (SCAG)

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the Air Quality Management Plan (AQMP).

2016 Regional Transportation Plan/Sustainable Communities Strategy

The passage of California SB 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks (Government Code § 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects and programs, and includes complimentary regional policies and initiatives. The 2020-2045 RTP/SCS considers new patterns of development as the

regional economy continues to recover and grow, the composition of population changes, the housing market responds to evolving needs, and demands and mobility innovations emerge. The 2020-2045 RTP/SCS also includes a long-term strategic vision for the region that will help guide decisions for transportation and how land is used, as well as the public investments in both, through 2045.

LOCAL

City of Beaumont General Plan

The Land Use and Community Design Element

The Land Use and Community Design Element establishes goals and policies to accommodate City growth and development over time. This Element complies with the State requirements for a Land Use Element and a Community Design Element. The Project's consistency with these goals and policies is discussed in **Table 3.10-3, Beaumont General Plan Consistency Analysis** at the conclusion of this section. The following goals and policies are applicable to visual resources:

Goal 3.1: *A City that maintains and expands its commercial, industrial and other employment-generating land uses.*

Policy 3.4.1: Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.6 Continue to promote the maintenance and preservation of industrial activities and businesses that contribute to the City's economic and employment base.

Policy 3.4.7 Encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.

Policy 3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

City of Beaumont Municipal Code

Title 17 - Zoning

This Title (Title 17) shall be known as the Zoning Ordinance of the City of Beaumont and may also be referred to hereinafter as the Zoning Ordinance. This Zoning Ordinance was adopted pursuant to Article XI, Section 7 of the Constitution of the State of California and was prepared in compliance with the requirements of Title 7 of the Government Code. This Zoning Ordinance is enacted pursuant to the authority vested in the City of Beaumont by the State of California Constitution, the State of California Planning, Zoning, and Development Laws (Government Code §§ 65000 et. seq.), the State of California Subdivision Map Act (Government Code §§ 66510 et. seq.), and the State of California Health and Safety Code. The City of Beaumont Zoning Ordinance consists of the following:

- A. Zoning Ordinance. The Zoning Ordinance establishes zoning districts (also referred to as zones) that govern the use of land, indicates standards for structures and improvements that are

permitted within the various zones, and establishes procedures for the granting of permits and entitlements.

- B. Zoning Map. The zoning map delineates the boundaries of the zoning districts that are applicable to specific properties within the City.

3.10.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning Land Use and Planning. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 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?

METHODOLOGY AND ASSUMPTIONS

The Project, its associated design, and land annexation, is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning land use. This analysis considers the Project's design and proposed uses for consistency with existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. In accordance with CEQA requirements, if significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures would be recommended to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment. This includes consideration that if the Project is approved and parcels are annexed, all Project parcels would be located entirely within the limits of the City of Beaumont. The evaluation of impacts on land use also includes an evaluation of potential conflicts that would arise from construction of infrastructure including improvements to the Potrero Boulevard and 4th Street that are ongoing as separate projects, improved access, and changes to the character of the site that may result in a substantial conflict with the thresholds.

The baseline conditions and impact analyses are based on: review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on land use and planning standards considers the available policies and

regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

3.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: *Would the Project physically divide an established community?*

Level of Significance: *Less than Significant Impact*

CONSTRUCTION AND OPERATIONS

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area(s). The Project would result in the development on approximately 32 acres in the northerly portion of the site, leaving approximately 28 acres undeveloped in the southerly portion of the site.

The Project Site is in a primarily undeveloped portion of the City and its Sphere of Influence. The parcels contained small structures in the past that have since been removed, but remnant concrete pads and debris are still present. The Project Site has also been subject to disturbances from vehicles and other human activities.¹ There are no established residences or an existing community within the Project Site. There are no established communities immediately adjacent to the Project Site; however, there is a large subdivision being constructed on the northerly side of State Route 60 (SR-60). The Project Site does not contain any established roadways that are used as linkages between communities or other residential areas. Surrounding parcels are primarily vacant or open space. As noted above, the nearest residential development would be located north of the SR-60, approximately 1,000 feet away from the site.

Given the primarily undeveloped and vacant nature of the site vicinity, the Project Site is not used as a connection between any established communities. Connectivity in the surrounding area is facilitated via SR-60 at the 6th Street off ramp and local access is provided via 4th Street. The Project would not result in changes to these roadways such that their use would be substantially altered or effectively divide an established community or existing infrastructure. The Project would increase future local access through the construction of the Potrero Boulevard extension. Therefore, the physical improvements associated with the Project would not divide established communities or impede movement adjacent to or through the surrounding areas. Impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 3.10-2: *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?*

Level of Significance: *Less Than Significant Impact*

¹ Partner Engineering and Science, Inc. (2018). *Phase 1 Environmental Site Assessment*. Pages 6 and 7. Torrance, CA: Jeremy Russell.

For the reasons set forth below and in the General Plan consistency analysis set forth in **Table 3.10-3**, the Project does not conflict with any current or draft plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating environmental impacts. Therefore, the Project would have a less than a significant impact.

CONSTRUCTION AND OPERATIONS

SCAG 2020-2045 RTP/SCS Strategies

The Project, as designed would be compatible with the strategies proposed by SCAG in its 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health. **Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals** below describes the Project’s compatibility with the goals proposed in SCAG’s 2020-2045 RTP/SCS, Connect SoCal. Due to the Project’s consistency with SCAG’s 2020-2045 RTP/SCS goals, no significant impact is expected in this regard.

Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals

RTP/SCS Strategies ^[1]	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Consistent: The Project includes development of a warehouse facility. The Project would add to economic development of the region by adding a new logistics and merchandise distribution facility. This would provide both temporary and permanent employment opportunities and add to the tax base and generate revenue for the City.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: The Project consists of a warehouse logistics facility and as such, is limited in its capacity to maximize mobility or contribute to local or regional accessibility. At the local level, the Project includes street improvements adjacent to the Project Site which would provide increased connectivity to regional circulation elements including State Route 60 (SR-60) and the Interstate 10- (I-10) freeway. The Project also provides adequate ingress and egress to ensure circulation on Potrero Boulevard and 4 th Street functions efficiently. In addition, the Project is located in an area that is planned to enhance the overall efficiency and regional capacity to distribute goods and products.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent: The Project would result in construction of a logistics distribution warehouse and does not include any regional transportation improvements that would result in broad improvements to safety. As discussed above, the Project includes a design that would ensure adequate interior circulation and access and egress to the Project Site. The Project design would ensure adequate visibility and other emergency access is provided and reduce conflicts between trucks and other vehicles on the adjacent roadways. The Project would improve the local and regional reliability related to the transportation and delivery of goods and services.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent: The Project is a local development project and does not include any elements that would directly enhance a sustainable regional transportation system. As discussed in responses to Goals 1, 2, and 3, the Project makes indirect contributions through ensuring safety, local

Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals

RTP/SCS Strategies ^[1]	Project Consistency
	transportation improvements, and improving regional distribution of goods and products. See also, responses to Goals 1, 2, and 3, above.
Goal 5: Reduce greenhouse gas emissions and improve air quality	Consistent: As a part of the City’s Climate Action Plan, an adoption of GHG reduction strategy, the City adopted GHG reduction measures to reduce emissions and conserve energy. Development of the Project site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes energy-efficient buildings and use of construction and grading equipment that complies with current AQ standards, etc.
Goal 6: Support healthy and equitable communities.	Consistent: The Project would be consistent with the Industrial (I) designation and the development standards. The Project would be constructed to current building codes, state and Federal requirements including Green Building Standards.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The Project would construct roadway improvements, infrastructure, and a building to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, State and Federal requirements including Green Building Standards. This includes energy-efficient buildings and use of construction and grading equipment that complies with current AQ standards, etc. See Section 3.2, Air Quality, Section 2.7, Greenhouse Gas Emissions, and Section 3.13, Transportation.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Consistent: The Project would construct roadway improvements, infrastructure, and a building to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, State and Federal requirements including Green Building Standards. This includes energy-efficient buildings and use of construction and grading equipment that complies with current AQ standards, etc. See Section 3.2, Air Quality, Section 2.7, Greenhouse Gas Emissions, and Section 3.13, Transportation.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable: The Project site would have a General Plan and Zoning designation Industrial (I) and Manufacturing (M), respectively. No residential development is proposed.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	Not Applicable: The Project site is located within an urbanizing area designated for Industrial (I) development. There are no designated agricultural lands or farmlands in the area or habitat restoration areas. As a result, industrial development is permitted for this property.
[1] Source: SCAG. 2020. <i>Connect SoCal</i> . https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176 (accessed August 2021).	

General Plan Analysis

The Project is located on three parcels, one of which lies within City boundaries and two of which are currently located within the jurisdiction of the County of Riverside, but both of which would be annexed to the City as part of the Project. The Project includes a SOI boundary adjustment and proposed annexation of the County parcels into the City. The proposed annexation would require the approval of the Riverside County LAFCO, a responsible agency for this EIR. Upon approval of the SOI amendment and annexation, the Project and its development would be under the purview of the City, its General Plan and associated goals and policies. This section focuses on Project consistency with the City General Plan and is shown in **Table 3.10-3: City of Beaumont General Plan Consistency Analysis Table** at the close of this section. This table provides a brief analysis of the Projects consistency with the applicable City General Plan goals and policies.

City of Beaumont Municipal Code and Zoning Ordinance

The Project includes three parcels: one parcel (APN 424-010-020) is located within the City of Beaumont, and two others are located within the County but proposed to be annexed into the City (APN 424-010-009 and APN 424-010-010). The proposed warehouse facility would be built on APN 424-010-020 and APN 424-010-009. The southernmost parcel that is currently in the County but part of the annexation action (APN 424-010-010) would not be developed. The Project includes adopting Manufacturing (M) zoning for all three parcels. The two parcels within the County would be rezoned Manufacturing (M) which would go into effect upon completion of annexation into the City.

In addition to the proposed base zoning change to Manufacturing (M), a Residential Single Family (R-SF) overlay zone is proposed over the southernmost parcel (APN 424-010-010) to comply with the requirements of SB 330.

The Residential Zoning overlay would allow for future development of single-family homes within the 28.41 acre parcel to accommodate the seven unit development potential that would be lost as a result of the zone change and warehouse development on APN 424-010-009 (the County parcel currently designated for Rural Residential [RR] use). The Project would not remove any existing residential units, nor does it propose to construct any residential units as part of the Project. The purpose of SB 330 and the adoption of the proposed Residential Overlay is to address the loss of housing potential that would result from the warehouse development. Thus, the proposed residential overlay zone preserves the ability for future development with the 28.41 acres included in the Annexation Area at a Rural Residential (RR) density that is currently allowed under the County of Riverside's General Plan and Zoning Ordinance. No conflicts with the City's existing zoning code have been identified.

Chapter 17.03 of the City's Municipal Code, and subsection 100 – Manufacturing Zone (M Zone) lists allowable uses within the zones. The warehouse also would include two office spaces that would be needed to facilitate operation of the facility. Permitted uses includes retail sales of goods manufactured or stored on-site and bulk postal service facilities. The Project is consistent both these allowable uses as it would result in the construction and operation of warehousing and logistics facility for shipping of goods and products. Accordingly, one of the Project objectives is to facilitate the movement of goods, which the Project, based on its location in close proximity to SR-60 and I-10 freeways and other planned uses in the vicinity, would do.

Final design of the Project would be designed to conform to all lot area and structure dimension requirements unless variances or modifications are approved. This would be verified during the planning and review process conducted by the City. The Project Site would be designated Industrial (I) under the City's General Plan. In order to ensure consistency with this General Plan land use designation, Manufacturing (M) zoning has been adopted which allows for development of warehouse uses. Therefore, the Project would contain uses that are allowed for by the General Plan Industrial (I) land use designation and the Municipal Code's Manufacturing (M) zone.

Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)

The Project is consistent with the MSHCP policies found Section 6 which include Riparian/Riverine Areas, Vernal Pools; Narrow Endemic Plant Species; Urban/Wildlands Interface; and Surveys for Special Status Species (burrowing owls). Additional information regarding the MSHCP is provided in **Section 3.3: Biological Resources**. While the Project is not mapped within any MSHCP Criteria Cell or subunit, based on its location within a “Rough Step Area,” which warrants consideration in relation to development approvals based on weather patterns, geography, soils, geology, and the potential for the presence of 37 plant communities. The Project Site is located in an area designated as Rough Step 2. As such, the Project would require additional surveys for Los Angeles pocket mouse (*Perognathus longi membris brevinasus*; discussed in **Section 3.3: Biological Resources**), consideration given to riparian/riverine areas that are occupied by least Bell’s vireo (*Vireo bellii pusillus*) and that have records of southwestern willow flycatcher (*Empidonax traillii extimus*). To account for loss of riparian and riverine habitat the Project would require a Determination of Biologically Equivalent or Superior Preservation (DBESP) document to address the lost functions and values and how the losses would be replaced in an “equal to or greater than” fashion. The DBESP is reviewed and approved by the Western Riverside County Regional Conservation Authority, and is separate from any regulatory review/permitting by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife.

In addition, consistent with the MSHCP, the site is located within a burrowing owl (BUOW; *Athene cunicularia*) survey area, and while an initial BUOW habitat assessment was conducted and no suitable habitat was found, mitigation measures for pre-construction nesting bird surveys, discussed in **Section 3.3: Biological Resources**, would further ensure impacts to BUOW would not occur. Lastly, according to the MSHCP, the site is located within a Narrow Endemic Plant Species survey area for Marvin’s onion (*Allium marvinii*) and multi-stemmed dudleya (*Dudleya multicaulis*). Due to site conditions, and elevations, and the lack of the species during the site assessment, no additional survey or analysis for these species was warranted. Therefore, applicable portions of the MSHCP have been accounted for in relation to the Project and impacts would be less than significant.

Project Consistency Determination

The Project is consistent with all applicable land use planning documents, and where applicable would receive variances or modifications as allowed by the codes and regulations, and upon review and approval of the applicable regulatory board. In addition, all associated environmental impacts from the design of the Project are evaluated and appropriately disclosed in the respective sections of the EIR. Upon City approval of the General Plan Amendment and prezone, the Project would be consistent with applicable planning documents, policies and Zoning Code requirements. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation Measures

No mitigation is necessary.

3.10.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable land use or planning impacts have been identified.

3.10.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to land use includes closely related past, present, and reasonably foreseeable future projects located in the surrounding area. Regarding conflicts with any land use plan, policies, or regulations, approval of the Project and implementation of the mitigation measures identified in this EIR would ensure that the Project complies with applicable goals, policies, and regulations implemented by the County and City or other regulatory agencies with authority over on-site resources, or other land use planning authority. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and be evaluated as such the same as the Project. Therefore, the Project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses.

The Project would not physically divide an established community because it does not block access to any existing neighborhoods or existing uses in the vicinity of the Project Site. The Project would provide increased connectivity within the area with improvements to Potrero Boulevard and 4th Street that would connect to regional freeways, including SR-60 and I-10. Therefore, the Project would not make a cumulative contribution to impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than cumulatively considerable and less than significant.

3.10.7 REFERENCES

City of Beaumont. (2020). *City of Beaumont General Plan*. Available:

https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521_

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Table 3.10-3: Beaumont General Plan Consistency Analysis

General Plan Policy ^[1]	Project Consistency Determination
THE LAND USE AND COMMUNITY DESIGN ELEMENT	
<i>Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences as associated with urbanization.</i>	
Policy 3.12.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.	Consistent: The Project would be developed on vacant parcels on the southwestern portion of the City. Also, the City does not contain any designated scenic vistas. Therefore, the Project would not conflict with provisions regarding scenic vistas or harsh terrain.
Policy 3.12.3: Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.	Consistent: A geotechnical and engineering report was prepared for the Project. The report contains recommendations and measures needed to reduce the potential impacts from seismic and other geological hazards. Final Project design would be consistent with the recommendation and all other building code standards.
MOBILITY ELEMENT	
<i>Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.</i>	
Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.	Consistent. The Project would make needed roadway improvements or make a fair share contribution to the City for improvements needed to maintain an adequate level of service on roadways that would experience an increase in vehicle traffic due to Project implementation.
Policy 4.1.2: Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.	Consistent. The Project would include development of Potrero Boulevard and 4 th Street. Both streets would include improvements consistent with City standards and have been designed to anticipate future traffic demands of the Project and also considers future development in the area.
<i>Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.</i>	
Policy 4.6.1: Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.	Consistent. The Project has been designed to efficiently and safely conduct truck traffic via the Potrero Boulevard and 4 th Street improvements made as part of the Project to the regional freeways SR-60 and I-10. Anticipated truck traffic was used to determine the needed roadway capacity.
Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.	Consistent: See discussion of Policy 4.6.1 above. Note that the nearest sensitive receptor is approximately than 550 feet from the Project site.

General Plan Policy ^[1]	Project Consistency Determination
COMMUNITY FACILITIES AND INFRASTRUCTURE ELEMENT	
<i>Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.</i>	
Policy 7.2.6: Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.	Consistent: The Project would be served by planned infrastructure improvements that would be installed within existing right-of-way and easements. Services would tie into existing lines as needed and be extended into the Project site as part of the proposed development. The availability of water and wastewater would be adequate to serve the Project.
Policy 7.2.7: Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements	Consistent: The Project would conform to all National Pollution Discharge Elimination System (NPDES) permits and implement and Storm Water Pollution Prevention Plan (SWPPP), that would include measures such as use of hay bales, silt fences, revegetation, etc., to reduce sediment in runoff. The Project also includes detention basins, which would promote settlement of sediments in post construction storm water runoff keeping it from entering downstream waters.
Policy 7.2.10: Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.	Consistent: The Project would be served by existing utilities and services. Existing service lines are present in proximity to the Project area and would be extended within planned roadway and easement improvements and extended into the Project site as needed as part of the proposed development.
<i>Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.</i>	
Policy 7.3-7: Update and improve water conservation and landscaping requirements for new development.	Consistent. The Project would include the use of low water use landscaping vegetation and include an irrigation system that would minimize water use. All interior plumbing and areas using water would use low flow and water conserving appliances.
<i>Goal 7.4: Incorporate sustainable and improved stormwater management practices.</i>	
Policy 7.4.1: Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.	Consistent: See discussion of Policy 7.2.7 above.
Policy 7.4.3: Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.	Consistent: See discussion of Policy 7.2.6 and 7.2.10 above.
<i>Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.</i>	

General Plan Policy ^[1]	Project Consistency Determination
Policy 7.5.1: Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.	Consistent: The Project would comply with all NPDES permits, which would minimize soil loss during construction. Mitigation has also been included to minimize erosion soils loss or movement through creation of ponding areas and immediate revegetation of slopes.
Policy 7.5.3: Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.	Consistent: See discussion of Policy 7.2.7 and 7.5.1 above.
Policy 7.5.4: Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.	Consistent: The Project would pay all applicable development impact fees, which would be used by the City to offset some of the cost for infrastructure and facility improvements.
Policy 7.5.5: Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.	Consistent: See discussion of Policy 7.2.7 and 7.5.1 above.
Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.	
Policy 7.6.5: Ensure construction demolition achieves the State's 65 percent target for material salvage and recycling of non-hazardous construction materials.	Consistent: The Project would comply with any applicable Federal, State, and local regulations. This includes the integrated waste management regulations.
Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.	
Policy 7.8.1: Ensure that adequate utility and telecommunication infrastructure support future development.	Consistent: See discussion of Policy 7.2.6.
Policy 7.8.3: When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.	Consistent: The Project would comply with any applicable Federal, State, and local regulations. This includes policies related to undergrounding utilities.
CONSERVATION AND OPEN SPACE ELEMENT	
Goal 8.4: A City that improves awareness and mitigation of negative air quality impacts.	
Policy 8.4.2: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on	Consistent: The proposed Project would comply with the South Coast Air Quality Management District (SCAQMD) rules and regulations minimizing impacts from air emissions. Measures such as watering and seeding of bare ground, minimizing idling of

General Plan Policy ^[1]	Project Consistency Determination
sensitive population groups, and ensure that City concerns are resolved early in the process.	equipment and trucks, covering of loads, implementation of a Transportation Demand Management (TDM) plan, etc., would help improve air quality.
Policy 8.4.3 Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60, high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.	Consistent: As shown in EIR Section 3.2.1, the nearest sensitive receptor to the Project is approximately 550 feet from the Project site. Therefore, the Project would not conflict with this policy.
Goal 8.5 A City that preserves and enhances its natural resources.	
Policy 8.5.1: Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.	Consistent: The Project would be consistent with the requirements of the MSHCP and includes mitigation as required to account for impacts to special status species and habitats. The Project also includes the annexation of approximately 28 acres that would remain undeveloped.
Policy 8.5.2: Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.	Consistent: The Project is consistent with the requirements of the MSHCP and includes mitigation as required to account for impacts to special status species and habitats. The southerly 28 acres the annexed parcel would remain undeveloped. Conformance with the MSHCP would and leaving the area undeveloped would mitigate Project impacts to less than significant.
Policy 8.5.3: Encourage new development to support a diversity of native species and manage invasive species.	Consistent: See discussion for Policies 8.5.1 and 8.5.2.
Policy 8.5.7: Discourage the use of plant species on the California Invasive Plant Inventory	Consistent: See discussion for Policies 8.5.1 and 8.5.2.
Goal 8.6: A City that protects and enhances its scenic vistas and views.	
Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural features.	Consistent: See discussion for Policy 3.2.12 above.
Policy 8.6.6: Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.	Consistent: The Project would occur on the southwesterly side of the intersection of SR-60 and Potrero Boulevard, in an area that is not designated as a hillside or mountain development. Despite the undeveloped state of the Project site, it is not designated as open space.
Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.	

General Plan Policy ^[1]	Project Consistency Determination
<p>Policy 8.7.5: Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.</p>	<p>Consistent. The Project is located in a Federal Emergency Management Agency (FEMA) zone X, which indicates areas of minimal flood hazards. The Project would modify the existing drainage but with the implementation of design features such as bio swales and retention basins, the Project would not increase any flood hazard.</p>
<p>Goal 8.8: A City where the natural and visual character of the community is preserved.</p>	
<p>Policy 8.8.1: Promote the maintenance of open space through the implementation of the General Plan.</p>	<p>Consistent. The Project would occur on a total of approximately 60 acres with 32 acres would be developed with the warehouse logistics facility and approximately 28 acres would remain undeveloped and open within the southerly portion of the Project site. The Project is consistent with open space elements defined in the general plan.</p>
<p>Policy 8.8.2: Protect and preserve open space and natural habitat wherever possible.</p>	<p>Consistent: See discussion for Policies 8.5.2</p>
<p>Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.</p>	
<p>Policy 8.10.1: Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.</p>	<p>Consistent: See discussion for Policies 8.5.1 and 8.5.2.</p>
<p>Policy 8.10.5: Require project proponents to hire a CDFW-qualified biologist to monitor for special status species or other wildlife of low or limited mobility. If present, prior to and during all ground- and habitat-disturbing activities, move out of harm’s way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed.</p>	<p>Consistent: Mitigation Measure (MM) BIO-1 involves the acquisition of a biological monitor who would oversee the surveying of the site for sensitive species and nesting sites.</p>
<p>Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.</p>	
<p>Policy 8.11.1: Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.</p>	<p>Consistent: The Project does not contain any structures or known cultural or archaeological resources. Any resources that are located will be document and removed or preserved in place.</p>
<p>Policy 8.11.2: Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.</p>	<p>Consistent: On July 24, 2020, correspondence in accordance with AB 52 was completed. This correspondence also fulfills the requirements of SB 18 which was required because the Project includes a General Plan Amendment. The letters were sent to individuals and organizations that had previously requested notification of projects and was based on City and NAHC records.</p>

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<p>Policy 8.11.4: Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.</p>	<p>Consistent: The Project site does not include any areas with known cultural or historic resources. The Project includes a worker education protocol and measures that account for inadvertent discovery of buried resources. Any located resources will be documented and recovered or preserved in place if possible.</p>
SAFETY ELEMENT	
<p>Goal 9.1: A City with a high standard of law enforcement services that has a focus on community-based crime prevention.</p>	
<p>Policy 9.1.1: Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence.</p>	<p>Consistent: The Project includes design measures to increase site safety including creation of open areas around the building. The Project also includes a security system that would be available to law enforcement for investigative purposes.</p>
<p>Goal 9.2: A City with improved community safety and reduced opportunities for criminal activity through appropriate physical design.</p>	
<p>Policy 9.2.1: Implement Crime Prevention Through Environmental Design (CPTED) principles with:</p> <ul style="list-style-type: none"> ▪ Site design techniques that maximize natural surveillance and reduce the potential for criminal activity. ▪ Policies and regulations that encourage a mixture of compatible land uses to promote visibility and higher levels of activity and increase the safety of public use areas and of pedestrian travel. ▪ Improve lighting and nighttime security across all City neighborhoods, especially in existing or potential crime problem areas. ▪ Involve the City's Police Department in the development review process for evaluation of building and site plan vulnerabilities to 	<p>Consistent. The Project has been designed with appropriate lighting and environmental design elements with visible areas, and strategically placed vegetation to make the site less attractive to crime. In addition, the police department would review the Project for conformance with applicable safety and security guidelines.</p>

General Plan Policy ^[1]	Project Consistency Determination
criminal activities, especially for public areas within developments.	
Goal 9.5: A City with enhanced fire and emergency response services.	
Policy 9.5.1: Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.	Consistent: The Project would not make direct contributions to enhancing emergency services, but the Project includes appropriately designed emergency access points, fire access lanes, and 360-degree building access.
Policy 9.5.2: Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.	Consistent: See discussion for Policy 9.5.1 above.
Policy 9.5.3: Provide an adequate level of paramedic service for emergency medical aid for patients.	Consistent: See discussion for Policy 9.5.1 above.
Policy 9.5.6: Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.	Consistent: The Project would comply with any applicable Federal, State, and local regulations. This includes policies related to fire safety and fire suppression.
Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.	
Policy 9.6.3: Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.	Consistent. The Project would be designed with landscaped and parking areas between the proposed structure and undeveloped lands that may be subject to fire.
Policy 9.6.4: Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.	Consistent: See discussion for Policy 9.6.3 above.
Policy 9.6.6: Require property owners to clear brush and high fuel vegetation and maintain firesafe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High	Consistent. See discussion for Policy 9.6.3 above.

General Plan Policy ^[1]	Project Consistency Determination
<p>Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.</p>	
<p>Policy 9.6.8: Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification areas shall be located within the project site and shall be clearly delineated on grading plans.</p>	<p>Consistent: See discussion for Policy 9.6.3 above.</p>
<p>Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.</p>	
<p>Policy 9.7.1: As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.</p>	<p>Consistent: See discussion of Policy 3.12.3.</p>
<p>Goal 9.11: A City with minimized risk associated with hazardous materials.</p>	
<p>Policy 9.11.1: Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.</p>	<p>Consistent: The Project is consistent with all City efforts to reduce the risks associated with hazardous materials. The Project is a warehousing and logistics facility and is not anticipated to handle acutely hazardous materials, waste, infectious waste, or radioactive waste. All appropriate protocols for handling of all materials will be followed in accordance with existing State law.</p>
<p>Policy 9.11.2: Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal plan, as a condition of a project, subject to review by the County Environmental Health Department.</p>	<p>Consistent: The Project is a warehousing and logistics facility. Construction and operation would involve the use of potentially hazardous materials but are not anticipated to involve acutely hazardous materials. The Project would include a Hazardous Materials Business Plan (HMBP) and follow all applicable requirements related to the safe use, handling, and disposal of all materials.</p>
<p>Policy 9.11-5: Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.</p>	<p>Consistent: As previously stated, the Project would not involve the use, storage, or transport of acutely hazardous materials. Furthermore, there are no nearby sensitive receptors.</p>

General Plan Policy ^[1]	Project Consistency Determination
NOISE ELEMENT	
Goal 10.1: A City where noise exposure is minimized for those living and working in the community.	
Policy 10.1.1: Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.	Consistent: The Project is a warehousing and logistics facility, and most noise generating operations would be within the interior of the structure. The Project is located in proximity to the SR-60 and I-10 freeways and there are no sensitive receptors in proximity. Some truck noise would be audible from the site and the site may experience ambient noise from the freeways. These exposures would be either temporary or constitute low background noise. No adverse effects would occur.
Policy 10.1.3: Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.	Consistent: The Project is located 550 feet from the nearest sensitive receptor. Therefore, the Project would be beyond the acceptable range for minimal noise impacts.
Policy 10.1.5: Require projects involving new development or modifications to existing development to implement measures, where necessary, to reduce noise levels to at least the normally compatible range. Design measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.	Consistent: The design of the Project accounts for the surrounding uses and planned uses in the vicinity. The Project is consistent with existing uses and the planned uses for additional commercial or industrial uses.
Policy 10.1.6: Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.	Consistent: See discussion for Policy 10.1.3 above.
Goal 10.2: A City with minimal mobile source-generated noise levels.	
Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.	Consistent: See discussion for Policy 10.1.3 above.
Policy 10.2.4: Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.	Consistent: See discussion for Policy 10.1.3 above.
Source: City of Beaumont. 2020. <i>The Beaumont General Plan</i> . https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 .	

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