



Memorandum

To: Christina Taylor
City of Beaumont City Council

From: Albert A. Webb Associates

Date: November 13, 2020

Re: Responses to Late Comments Received on the Draft PEIR for the Beaumont General Plan

Attached for consideration by the Beaumont City Council are two late comment letters received after publication of the Final PEIR.

Each comment letter is followed by the responses to each of its comments. Each comment letter is identified by the number designated the table below, and identifying information for each commenter is provided at the beginning of the corresponding responses. Specific comments are delineated and lettered as well.

Comments Received Following Publication of the Final PEIR

Late Comment Letter	Name/Agency	Date of Letter
A	Mitchell M. Tsai, Attorney at Law on behalf of the Southwest Regional Council of Carpenters	November 3, 2020
B	Jimmy Elrod, Special Representative Southwest Regional Council of Carpenters	November 3, 2020

Late Comment Letter A – Southwest Regional Council of Carpenters

Late comment letter A commences on the next page.



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VIA U.S. MAIL & E-MAIL

November 3, 2020

Via E-Mail & U.S. Mail

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Christina Taylor, Community Development Director
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RE: Agenda Item No. 8, City of Beaumont General Plan Update, Draft Environmental Impact Report, Finding of Facts and Statement of Overriding Considerations and Zoning Code Amendments

Dear Mayor Santos, Honorable Council Members, and Ms. Taylor,

On behalf of the Southwest Regional Council of Carpenters (“**Commenters**” or “**Carpenters**”), my Office is submitting these comments on the City of Beaumont’s (“**City**” or “**Lead Agency**”) Final Environmental Impact Report (“**FEIR**” or “**EIR**”) (SCH No. 2018031022) for the Beaumont General Plan 2040, a proposed general plan update for the City of Beaumont and revisions to the Zoning Ordinance and Zoning Map (“**Project**”).

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including in southern California, and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work, and recreate in the City of Santee and surrounding communities and would be directly affected by the Project’s environmental impacts. Commenters expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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The City should require that the Applicant provide additional community benefits such as requiring local hire and paying prevailing wages to benefit the City. Moreover, it would be beneficial for the City to require the Applicant to hire workers: (1) who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program and; (2) who are registered apprentices in an apprenticeship training program approved by the State of California.

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Commenter expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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Commenter incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the Project’s environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s

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governing body.

I. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“**CCR**” or “**CEQA Guidelines**”) § 15002(a)(1). “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal.App.4th 1344, 1355

(emphasis added) (quoting *Laurel Heights*, 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449–450).

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that “[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 ... but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report” in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes “changes in the project or environmental setting as well as additional data or other information” that “deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative).” CEQA Guidelines § 15088.5(a). Examples of significant



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new information requiring recirculation include “new significant environmental impacts from the project or from a new mitigation measure,” “substantial increase in the severity of an environmental impact,” “feasible project alternative or mitigation measure considerably different from others previously analyzed” as well as when “the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to “significant new information” regardless of whether the agency opts to include it in a project’s environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply “the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information.”]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

First, for all of the reasons outlined below by Commenters and by other comments submitted by third parties, significant new information has been raised that requires revision and recirculation of the EIR. The DEIR did not adequately describe the Project, failed to include all feasible mitigation measures to reduce greenhouse gas emissions and impacts to biological resources, deferred formulation of numerous mitigation measures, and failed to analyze potentially significant environmental impacts.

Substantial revisions were also made to the Project since the DEIR was released in September. From page FEIR 3-1 of the Final Environmental Impact Report, the Errata to the Draft PEIR notes numerous and substantial changes made to the Project that were not included in the draft document. A simple statement that none of these changes constitutes significant new information requiring recirculation of the DEIR does not settle the matter. As thoroughly noted by CDFW’s submitted comments, the DEIR was woefully deficient in its analysis and mitigation of impacts relating to biological resources—for which the City attempted to correct in the FEIR by adding numerous new mitigation measures using some of the language proposed by the CDFW. Additionally, Commenters also note the DEIR failed to include or



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consider any feasible mitigation measures to address greenhouse gas emissions impacts which should also be included in a revised and recirculated DEIR.

For all of the reasons describe above, the EIR should be recirculated with the proposed changes for additional review and public comment.

C. The EIR Does Not Adequately Describe the Project

An EIR must be “prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences.” *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26. An EIR's description of the project should identify the project's main features and other information needed for an assessment of the project's environmental impacts. *Citizens for a Sustainable Treasure Island v City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053.

The EIR fails to adequately describe the proposed Project because it does not satisfy all of the technical requirements laid out in CEQA Guidelines Sec. 15124. The EIR does not accurately depict the Project and its environmental impacts, does not include reasonably foreseeable activities associated with the Project, and fails to include an adequate general description of the Project's technical, economic, and environmental characteristics. Also, the EIR mentions that new development is being contemplated as part of the new General Plan, but fails to otherwise define, specify, or consider the environmental impacts of those specific development projects within the EIR. (*See* DEIR, p. 3-1.)

For the reasons described above, the Project description is not accurate, stable, finite, or complete and should be amended in a revised and recirculated DEIR.

D. Due to the Current Public Health Crisis, the City must Adopt a Mandatory Finding of Significance that the Project's Construction Activities May Cause a Substantial Adverse Effect on Human Beings and Require Additional Safety Measures to Mitigate Potential Community Spread of COVID-19

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-



risk activity for COVID-19 spread by the Occupational Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.

SWRCC recommends that the Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Agency require safe on-site construction work practices as well as training and certification for any construction workers on any project site within the City.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.



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- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A (attached hereto).

Planning:

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being



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allowed to conduct construction activities at the Project Site.

E. The EIR Must Describe All Feasible Mitigation Measures That Can Minimize the Project’s Significant and Unavoidable Environmental Impacts Relating to Greenhouse Gas Emissions and Air Quality

A fundamental purpose of an EIR is to identify ways in which a proposed project's significant environmental impacts can be mitigated or avoided. Pub. Res. Code §§ 21002.1(a), 21061. To implement this statutory purpose, an EIR must describe any feasible mitigation measures that can minimize the project's significant environmental effects. PRC §§ 21002.1(a), 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a).

If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible”¹ and find that “specific overriding economic, legal, social, technology or other benefits of the project outweigh the significant effects on the environment.”² “A gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium.” *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039.

CEQA mitigation measures proposed and adopted into an environmental impact report are also required to describe what actions that will be taken to reduce or avoid an environmental impact. (CEQA Guidelines § 15126.4(a)(1)(B) [providing “[f]ormulation of mitigation measures should not be deferred until some future time.”].) While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where “measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.” (Id.) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. (*Sacramento Old City Ass’n v. City Council* (1991) 229 Cal.App.3d 1011.)



¹ PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(A).

² PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(B).

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 [city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management]; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671 [EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats.]

1. *The EIR Does Not Mitigate and Defers Mitigation of the Project's Significant and Unavoidable Greenhouse Gas Emissions.*

The EIR concludes that the Project will have significant and unavoidable Greenhouse Gas (GHG) emissions impacts since the estimated total emissions from the Project's construction and operation and from mobile sources will exceed annual per capita emissions of 2.00 MT CO₂e, a threshold developed pursuant to the Western Riverside Council of Governments (WRCOG) regional climate action plan. (DEIR, 5.7-26.)

The Project proposes to follow a handful of mitigation strategies which will be developed in a future Sustainable Beaumont Plan, but otherwise fails to commit itself to any specific measures to reduce the Project's significant and unavoidable impacts. This is not an acceptable practice under CEQA requirements. The City must commit itself to all feasible measures to reduce GHG emissions within the EIR for the new General Plan and should also not defer formulation of mitigation measures to a later date.

2. *The EIR Does Not Analyze and Defers Mitigation of the Project's Potentially Significant Air Quality Impacts.*

The EIR proposes mitigation measure MM-AQ-1 to address possible future impacts relating to air quality in exceedance of air quality standards from criteria pollutants and from TACs by requiring air quality analyses at some time prior to discretionary approval of future projects under the updated proposed general plan. (DEIR, 5.3-23.) While Commenters are pleased to see that the City proposes to address air quality impacts relating to future development—it has completely failed to offer any analysis of projected future air pollutant emissions and propose specific mitigation measures that will apply to future projects to reduce these impacts.

The City also fails to bind the City or any future applicant to specific performance



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standards for addressing air quality impacts by merely stating that project air quality analyses should be prepared in conformity with SCAQMD methodology. This language is far too broad and generic and the EIR needs to include not only an analysis of projected future air pollutants, but also propose specific feasible mitigation measures that can apply to future projects within the City. \

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F. The EIR’s Biological Resources and Utilities and Service Systems Analyses are Not Supported by Substantial Evidence

An EIR must propose and describe mitigation measures to minimize the significant environmental effects identified in the EIR. Cal. Pub. Res. Code §§ 21002.1(a), 21100(b)(3); CEQA Guidelines § 15126.4. CEQA Guidelines § 15126.4 requires that mitigation measures be identified *for each significant effect* described in the EIR.

The substantial evidence test applies to any conclusions or findings in the EIR’s analysis of a topic. *See, e.g., Residents Against Specific Plan 380 v. County of Riverside* (2017) 9 Cal. App 5th 941, 968. Substantial evidence is defined as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." CEQA Guidelines §15384(a); *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal. App. 3d 376, 393, 409; *Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal. App. 4th 1437, 1446. Substantial evidence includes facts, reasonable assumptions predicated on facts, and expert opinion supported by facts, but does not include argument, speculation, or unsubstantiated opinion. Cal. Pub. Res. Code §§21080(e), 21082.2(c).

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In response to the DEIR, CDFW and the Beaumont-Cherry Valley Water District (“BCVWD”) submitted extensive comments which revealed that the EIR’s analyses for biological resources and utilities were not supported by substantial evidence. The BCVWD commented that the DEIR failed to adequately analyze or consider increased demands for water as a result of new development under the new General Plan. (FEIR, BCVWD Comment Letter, pp. 1, 6-7.)

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CDFW pointed out numerous deficiencies in the City’s analysis of biological resources impacts requiring new mitigation measures, including but not limited to the EIR’s basic lack of analysis and mitigation for direct, indirect, and cumulative impacts relating to biological resources (FEIR, CDFW Comment Letter, pp. 3-8.) The EIR also failed to discuss impacts to biological resources relating to wildfire hazards,

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impacts to lands managed by the BLM and RCA as well as national forest agencies, state parks, etc., and otherwise did not adequately discuss protection for impacts to species protected under the MSHCP areas within Beaumont. (*Id.*, 3-10.)

CDFW ultimately recommended the inclusion of a host of additional mitigation measures addressing the EIR’s lack of analysis and findings on these impacts. Most of these issues were not corrected or addressed in the FEIR and the City needs to address all of these items with additional analysis and mitigation in a revised and recirculated EIR.

II. THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY’S GENERAL PLAN

A. Background Regarding the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. (*Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal. App.4th 342, 352, citing Gov. Code §§ 65030, 65300.) The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal. App. 4th 763, 773), and serves as a “constitution” or “charter” for all future development. (*Leshar Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. App. 3d 531, 540.)

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” (See *Debottari v. Norco City Council* (1985) 171 Cal. App. 3d 1204, 1213.)

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” (See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal. App. 3d 698, 704.) A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. (See *DeVita*, 9 Cal. App. 4th at 796 fn. 12.)

Second, state law requires “vertical” consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. (See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”]; see also *Neighborhood Action Group v. County of Calaveras* (1984) 156



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Cal. App. 3d 1176, 1184.) A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. (See *Lesher*, 52 Cal. App. 3d at 544.)

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. (See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal. App. 3d at 1184.)

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. (See *Endangered Habitats League v. County of Orange* (2005) 131 Cal. App. 4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal. App. 4th 1332, 1341-42 [“FUTURE”].) Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. (See *Napa Citizens*, 91 Cal. App. 4th at 378-79; see also *Lesher*, 52 Cal. App. 3d at 544 [zoning ordinance restricting development conflicted with growth-oriented policies of general plan].)

B. The Project is Inconsistent with the Riverside County Multiple Species Habitat Conservation Plan

As noted in additional detail within CDFW’s comments, the City is located within the Riverside County Multiple Species Habitat Conservation Plan area (“MSHCP”) which is a regional land use plan establishing a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit. The City must comply with the MSHCP and address any inconsistencies between its land use plans, projects, and the MSHCP.³ According to CDFW, the City has not even taken the rudimentary step of identifying potential inconsistencies with this plan and addressing those inconsistencies, hence all of the additional proposed mitigation and analysis that CDFW suggested in its comments to the DEIR. Most of these concerns were not addressed or corrected in the FEIR.

For all of the reasons outlined by CDFW—the City’s updated General Plan and revised zoning ordinance and zoning map has not demonstrated consistency with the

³ Riverside Multiple Species Habitat Conservation Plan, available at <https://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/>.



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MSHCP. The FEIR simply does not address all of CDFW’s concerns and the EIR needs to be further amended and recirculated as a result.

C. The Project is Inconsistent with SCAG’s 2016 RTP/SCS Plan and Fails to Evaluate the Project’s Consistency with Connect SoCal

First, while the EIR conducts a consistency analysis between the Project and SCAG’s 2016 RTP/SCS Plan, it fails to consider *many* of that plan’s other goals and policies, specifically those addressing the reduction of greenhouse gas emissions. The Southern California Association of Government’s (“SCAG”) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS”) and the California Air Resources Board (“CARB”) 2017 Climate Change Scoping Plan (“2017 Scoping Plan”) outline numerous measures for reducing Project GHG emissions which the EIR fails to consider.⁴

In September 2008, SB 375 (Gov. Code § 65080(b) et seq.) was instituted to help achieve AB 32 goals through strategies including requiring regional agencies to prepare a Sustainable Communities Strategy (“SCS”) to be incorporated into their Regional Transportation Plan (“RTP”). The RTP links land use planning with the regional transportation system so that the region can grow smartly and sustainably, while also demonstrating how the region will meet targets set by CARB that reduce the per capita GHG emission from passenger vehicles in the region.

In April 2012, SCAG adopted its 2012-2035 RTP/ SCS (“2012 RTP/SCS”), which proposed specific land use policies and transportation strategies for local governments to implement that will help the region achieve GHG emission reductions of 9 percent per capita in 2020 and 16 percent per capita in 2035. In April 2016, SCAG adopted the 2016-2040 RTP/SCS (“2016 RTP/SCS”)⁵, which incorporates and builds upon the policies and strategies in the 2012 RTP/SCS⁶, that will help the region achieve GHG emission reductions that would reduce the region’s per capita transportation emissions by eight percent by 2020 and 18 percent by 2035.⁷

For both the 2012 and 2016 RTP/SCS, SCAG prepared Program Environmental Impact Reports (“PEIR”) that include Mitigation Monitoring and Reporting Programs

⁶ SCAG (Apr. 2016) 2016 RTP/SCS, p. 69, 75-115, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf> (attached as Exhibit B).

⁷ *Id.*, p. 8, 15, 153, 166.

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(“MMRP”) that list project-level environmental mitigation measures that directly and/or indirectly relate to a project’s GHG impacts and contribution to the region’s GHG emissions.⁸ These environmental mitigation measures serve to help local municipalities when identifying mitigation to reduce impacts on a project-specific basis that can and should be implemented when they identify and mitigate project-specific environmental impacts.⁹

The sections below outline applicable land use policies, transportation strategies, and project-level GHG measures identified in the 2012 and 2016 RTP/SCS and PEIRs which the EIR should consider (note that this is not an exhaustive list):

Land Use and Transportation

- Providing transit fare discounts¹⁰;
- Implementing transit integration strategies¹¹; and
- Anticipating shared mobility platforms, car-to-car communications, and automated vehicle technologies.¹²

GHG Emissions Goals¹³

- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines,¹⁴ such as:
 - o Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or

⁸ *Id.*, p. 116-124; see also SCAG 2012 RTP/SCS, *supra* fn. 38, p. 77-86.

⁹ SCAG 2012 RTP/SCS, *supra* fn. 38, p. 77; see also SCAG 2016 RTP/SCS, *supra* fn. 41, p. 115.

¹⁰ SCAG 2012 RTP/SCS, *supra* fn. 38, Tbls. 4.3 – 4.7; see also SCAG 2016 RTP/SCS, *supra* fn. 41, p. 75-114.

¹¹ *Id.*

¹² *Id.*

¹³ SCAG 2012 RTP/SCS (Mar. 2012) Final PEIR MMRP, p. 6-2—6-14 (including mitigation measures (“MM”) AQ3, BIO/OS3, CUL2, GEO3, GHG15, HM3, LU14, NO1, POP4, PS12, TR23, W9 [stating “[l]ocal agencies can and should comply with the requirements of CEQA to mitigate impacts to [the environmental] as applicable and feasible ...[and] may refer to Appendix G of this PEIR for examples of potential mitigation to consider when appropriate in reducing environmental impacts of future projects.” (Emphasis added)]), <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>; see also *id.*, Final PEIR Appendix G (including MMs AQ1-23, GHG1-8, PS1-104, TR1-83, W1-62), http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf; SCAG 2016 RTP/SCS (Mar. 2016) Final PEIR MMRP, p. 11–63 (including MMs AIR-2(b), AIR-4(b), EN-2(b), GHG-3(b), HYD-1(b), HYD-2(b), HYD-8(b), TRA-1(b), TRA-2(b), USS-4(b), USS-6(b)), http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf.

¹⁴ CEQA Guidelines, Appendix F-Energy Conservation, http://resources.ca.gov/ceqa/guidelines/Appendix_F.html.



- removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
- o The potential siting, orientation, and design to minimize energy consumption, including transportation energy.
 - o The potential for reducing peak energy demand.
 - o Alternate fuels (particularly renewable ones) or energy systems.
 - o Energy conservation which could result from recycling efforts.
 - Off-site measures to mitigate a project’s emissions.
 - Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
 - o Use energy and fuel-efficient vehicles and equipment;
 - o Deployment of zero- and/or near zero emission technologies;
 - o Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
 - o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
 - o Incorporate design measures to reduce energy consumption and increase use of renewable energy;
 - o Incorporate design measures to reduce water consumption;
 - o Use lighter-colored pavement where feasible;
 - o Recycle construction debris to maximum extent feasible;
 - Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
 - Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
 - Land use siting and design measures that reduce GHG emissions, including:



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Cont.



- o Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
- o Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

Hydrology & Water Quality Goals

- Incorporate measures consistent in a manner that conforms to the standards set by regulatory agencies responsible for regulating water quality/supply requirements, such as:
 - o Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings(xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
 - o Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
 - o Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
 - o Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
 - o Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.



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Cont.

- o Avoid designs that require continual dewatering where feasible.
- o Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.
- Incorporate measures consistent in a manner that conforms to the standards set by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements, such as:
 - o Complete, and have approved, a Stormwater Pollution Prevention Plan (“SWPPP”) before initiation of construction.
 - o Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
 - o Comply with the Caltrans stormwater discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
 - o Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
 - o Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
 - o Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse (e.g., Army Corps § 404 permit, Regional Waterboard § 401 permit, Fish & Wildlife § 401 permit).
 - o Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
 - o Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban stormwater runoff discharge permits, on new facilities.
 - o Provide structural stormwater runoff treatment consistent with the applicable urban stormwater runoff permit where Caltrans is the operator, the statewide permit applies.



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- o Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable stormwater runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- o Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' stormwater discharge permit including long-term sediment control and drainage of roadway runoff.
- o Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- o Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, volumes must not be exceeded. This applies not only to increases in stormwater runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.
- o Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- o Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.



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- o Encourage Low Impact Development (“LID”) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.
- Incorporate measures consistent with the provisions of the Groundwater Management Act and implementing regulations, such as:
 - o For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
 - o Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
 - o Avoid designs that require continual dewatering where feasible.
 - o Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
 - o Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.
- Incorporate mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, such as:
 - o Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.
 - o Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding



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should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Transportation, Traffic, and Safety

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
 - o Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement.
 - o Direct transit sales or subsidized transit passes.
 - o Guaranteed ride home program.
 - o Pre-tax commuter benefits (checks).
 - o On-site car-sharing program (such as City Car Share, Zip Car, etc.).
 - o On-site carpooling program.
 - o Distribution of information concerning alternative transportation options.
 - o Parking spaces sold/leased separately.
 - o Parking management strategies; including attendant/valet parking and shared parking spaces.
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger



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loading and unloading and waiting areas.

- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.
- Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.
- Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.
- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:
 - Designate a certain percentage of parking spaces for ride-sharing vehicles.
 - Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.
 - Provide a web site or message board for coordinating shared rides.
 - Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.
 - Hire or designate a rideshare coordinator to develop and implement ridesharing programs.
- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:
 - Provide assistance to regional and local ridesharing organizations.
 - Advocate for legislation to maintain and expand incentives for employer ridesharing programs.
 - Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.

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- o Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.
- Implement a “guaranteed ride home” program for those who commute by public transit, ridesharing, or other modes of transportation, and encourage employers to subscribe to or support the program.
- Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.
- Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.
- Work with existing shuttle service providers to coordinate their services.
- Facilitate employment opportunities that minimize the need for private vehicle trips, such as encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.
- Organize events and workshops to promote GHG-reducing activities.
- Implement a Parking Management Program to discourage private vehicle use, including:
 - o Encouraging carpools and vanpools with preferential parking and a reduced parking fee.
 - o Institute a parking cash-out program or establish a parking fee for all single-occupant vehicles.

Utilities & Service Systems

- Integrate green building measures consistent with CALGreen (Title 24, part 11), U.S. Green Building Council’s Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program into project design including, but not limited to the following:
 - o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
 - o Inclusion of a waste management plan that promotes maximum C&D diversion.



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Cont.

- o Development of indoor recycling program and space.
- o Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.
- o Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
- o Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
- o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- o Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- o Provide recycling opportunities for residents, the public, and tenant businesses.
- o Provide education and publicity about reducing waste and available recycling services.
- o Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

As the above tables indicate, the EIR fails to mention or demonstrate consistency with all the above listed measures and strategies of the SCAG RTP/SCS Plan. Thus, the EIR fails to demonstrate the Project is actually consistent with the 2016 RTP/SCS



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Plan.

Second, SCAG has adopted a new RTP/SCS Plan, “Connect SoCal,” which was approved by SCAG on September 3, 2020—before the City released the DEIR for this Project.¹⁵ The Final PEIR for the Plan was certified on May 7, 2020, also well before the DEIR was released for the Project. The EIR’s consistency analysis does not include *any analysis* of consistency with Connect SoCal other than a general statement of consistency with that plan’s greenhouse gas emissions reduction goals in the greenhouse gas emissions analysis. An amended and recirculated DEIR needs to include a consistency analysis with SCAG’s current plan, not an outdated one.

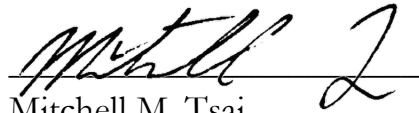
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III. CONCLUSION

Commenters request that the City revise and recirculate the Project’s environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

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Sincerely,



Mitchell M. Tsai

Attorneys for Southwest Regional Council of Carpenters

¹⁵ SCAG 2020 RTP/SCS Plan, “Connect SoCal”, available at <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>

Responses to Late Comment Letter A – Southwest Regional Council of Carpenters

Response to Comment A-1:

That the Southwest Regional Council of Carpenters is commenting on the Draft PEIR is noted. No environmental issues are raised in this comment.

Response to Comment A-2:

That members of the Southwest Carpenters labor union live, work, and recreate in the City of Santee and surrounding communities, is noted. The Commenter provides no evidence to support the assertion that the individual members of the Southwest Carpenters that live in and around Santee, approximately 110 miles south of the Beaumont General Plan Planning Area will be directly affect by Project impacts.

Response to Comment A-3:

The request that the Applicant, which in this case is the City of Beaumont, provide additional community benefits such as requiring local hire and paying prevailing wages is not an environmental issue. The proposed Project is the adoption of the updated General Plan, revised Zoning Map and revised Zoning Ordinance. The General Plan does not propose any development projects and it is outside of the City's legal authority to dictate the how project applicants conduct their business.

The Beaumont 2040 Plan includes an Economic Development and Fiscal Element, that contains the following goals, policies, and implementation measures regarding workforce opportunities for Beaumont residents.

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

Policy 5.1.1 Support economic growth that provides quality employment opportunities to balance Beaumont's jobs with its housing supply.

Policy 5.1.2 Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.

Goal 5.2: A growing economy that provides high-quality educational and expanded workforce opportunities for all residents.

Policy 5.2.1 Align economic development efforts with the labor pool to increase the number of jobs filled by Beaumont residents. This policy relies on having a diversity of high-quality job types for residents of different ages, education levels and skill sets to generate a more consistent and sustainable economy.

Policy 5.2.2 Institute job training, education, and workforce development programs to prepare Beaumont residents for high-quality jobs.

Policy 5.2.6 Participate in and support regional workforce partnerships and retraining programs.

Implementation EDF17 Establish a City local vendor preference policy and periodically review new approaches to encourage purchasing from local vendors.

Regarding the payment of prevailing wages, any City-initiated capital project will pay prevailing wages as required by law.

Response to Comment A-4:

Exhaustion of administrative remedies is a jurisdictional prerequisite to maintenance of a CEQA action. Only a proper party may petition for a writ of mandate to challenge the sufficiency of an EIR or the validity of an act or omission under CEQA. The petitioner is required to have "objected to the approval of the project orally or in writing during the public comment period provided by this division or prior to the close of the public hearing on the project before the issuance of the notice of determination." (§ 21177, subd. (b).) The petitioner may allege as a ground of noncompliance any objection that was presented by any person or entity during the administrative proceedings. (*Resource Defense Fund v. Local Agency Formation Com.* (1987) 191 Cal.App.3d 886, 894, 236 Cal.Rptr. 794.) Failure to participate in the public comment period for a draft EIR does not cause the petitioner to waive any claims relating to the sufficiency of the environmental documentation. (*Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal.App.4th 1109, 1120-1121, 71 Cal.Rptr.2d 1.) However, the lead agency is not required to incorporate in the final EIR specific written responses to comments received after close of the public review period. (*City of Poway v. City of San Diego* (1984) 155 Cal.App.3d 1037, 1043-1044, 202 Cal.Rptr. 366.) Accordingly, commenter is required to submit comments to the Project before the public comment period has closed.

Response to Comment A-5:

This comment, which does not raise an environmental issue, is noted. No further response is required.

Response to Comment A-6:

In reviewing an agency's compliance with CEQA in the course of its legislative or quasi-legislative actions, the courts' inquiry "shall extend only to whether there was a prejudicial abuse of discretion." (Pub. Resources Code, § 21168.5.) Such an abuse is established only "if the agency has not proceeded in a manner required by law or if the determination or decision is not supported by substantial evidence." (*Ibid.*; see *Western States Petroleum Assn. v. Superior Court*, *supra*, 9 Cal.4th at p. 568, 38 Cal.Rptr.2d 139, 888 P.2d 1268; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392-393, 253 Cal.Rptr. 426, 764 P.2d 278 (*Laurel Heights I*)). As the California Supreme Court stated in *Laurel Heights*: "A court may not set aside an agency's approval of an EIR on the ground that an opposite conclusion would have been equally or more reasonable. [Citation.] A court's task is not to weigh conflicting evidence and determine who has the better argument when the dispute is whether adverse effects have been mitigated or could be better mitigated. [Courts] have neither the resources nor scientific expertise to engage in such analysis, even if the statutorily prescribed standard of review permitted us to do so. [A court's] limited function is consistent with the principle that "[t]he purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind. CEQA does not, indeed cannot, guarantee that these decisions will always be those which favor environmental considerations." [Citation.]" (*Laurel Heights Improvement Assn. v. Regents of University of California*, *supra*, 47 Cal.3d at p. 393.)

Response to Comment A-7:

Under CEQA Guidelines § 15126.2, "In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published." (*Cadiz Land Co. v. Rail Cycle* (2001) 99 Cal.Rptr.2d 378, 395.) Accordingly, recirculation is unnecessary here.

Response to Comment A-8:

This comment, which makes general assertions regarding the Draft PEIR is noted. Specific responses to comments regarding environmental issues are provided in the following paragraphs.

Response to Comment A-9:

The assertion that the Draft PEIR requires recirculation due to the addition of significant new information is not supported by substantial evidence. CEQA Guidelines § 15088.5 sets forth the circumstances under which recirculation of a Draft EIR is required prior to certification as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The Errata contained in Section 3 of the Final PEIR makes the following clarifications, amplifications and insignificant modifications to the Draft PEIR:

1. Revises mitigation measure **MM BIO -2** and adds new mitigation measure **MM BIO-4** in Section 1 – Executive Summary and Section 5.4 – Biological Resources in response to comments from the California Department of Fish and Wildlife (CDFW). (Refer to

Responses to Comment Letter 7 in the Final PEIR.) Revised mitigation measure **MM BIO-2** is not considerably different from **MM BIO-2** in the Draft PEIR. New mitigation measure **MM BIO-4** clarifies that the City will evaluate proposed road and trail projects within the MSHCP Criteria Area to ensure compliance with the MSHCP and Implementing Agreement. As a co-permittee the City is already required to comply with the MSHCP, nonetheless, the City is adding this mitigation measure in response to CDFW's request. Because the proposed revision to **MM BIO-2** and the addition of **MM BIO-4** will not result in a new significant environmental impact, recirculation of the Draft PEIR is not required.

2. Added mountain lion, and MSHCP covered species to **Table 5.4-B – Special Status Wildlife Species Known to Occur with Regional Vicinity of the Planning Area** as requested by CDFW. The addition of this species to **Table 5.4-B** does not constitute significant new information and will not result in a new significant environmental impact; therefore, recirculation of the Draft PEIR is not required.
3. The addition of new General Plan Policy 8.10.5 to the Project is an insignificant project change requested by a trustee agency to provide additional protection to special status species or other wildlife of low or limited mobility. (Final PEIR, pp. FEIR 3-10–FEIR 3-11.) Retaining a CDFW-qualified biologist to move special status species or other wildlife of low or limited mobility out of harm's way to avoid injury or death to said species will not result in a new significant environmental impact. Therefore, recirculation of the Draft PEIR is not required.
4. The minor revision to General Plan Policy 9.6.8 to state that fuel modification areas shall be located within a project site and clearly delineated on grading plans, is in response to a request from CDFW to clarify that conservation areas are not to be used as fuel modification buffers for subsequent development. Implementation of revised Policy 9.6.8 will not result in a new significant environmental impact; therefore, recirculation of the Draft PEIR is not required.
5. The deletion of the reference to state standard for noise levels from the discussion regarding the City's Municipal Code in Section 5.12 – Noise is an insignificant modification to the Draft PEIR. Thus, recirculation of the Draft PEIR is not required.
6. An insignificant modification is made to correct a typographical error in Section 5.12 – Noise.
7. The addition of text to Section 5.12 – Noise to amplify and clarify permanent noise impacts, that were determined in the Draft PEIR to be significant and unavoidable does not constitute significant new information or identify a new significant environmental impact. Therefore, recirculation is not required.

As indicated in the above discussion, none of the changes to the Draft PEIR documented in Final EIR Section 3 – Errata, provide significant new information as defined CEQA Guidelines § 15088.5. Therefore, recirculation of the Draft PEIR is not required.

Further, CDFW did not comment that the Draft PEIR was woefully inadequate or lacked analysis as alleged by the Commenter. Refer to [Response to Comment A-17](#), below.

The Draft PEIR did not fail to consider feasible mitigation measures for greenhouse gas (GHG) emissions. The Draft PEIR includes mitigation measure **MM GHG 1**, which states:

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

Regarding the adequacy of mitigation measure **MM GHG 1**, refer to [Response to Comment A-13](#) and [Response to Comment A-20](#).

Response to Comment A-10:

The Commenter’s assertion that the Project Description is deficient in any way is incorrect. The Project Description (Section 3) in the Draft PEIR is thorough, complete, stable, and finite. CEQA Guidelines § 15124 sets forth the required contents of an EIR Project Description. The following table presents the requirement of the CEQA Guidelines and the location in the Draft PEIR in which this information is provided.

CEQA Guidelines §15124	Location in Draft PEIR
<p><i>The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.</i></p> <p>(a) <i>The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.</i></p>	<p>Figure 1-1– Regional Map Figure 1-2 – Vicinity Map Figure 3-1– Regional Map Figure 3-2 – Vicinity Map Figure 3-3 – Beaumont Subareas Figure 3-4 – Land Use Plan</p>
<p>(b) <i>A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.</i></p>	<p>Section 1.3 (pp. 1-8 – 1-10) Section 3.4 (pp. 3-69 – 3-70)</p>
<p>(c) <i>A general description of the project’s technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities</i></p>	<p>Section 3.3 (pp. 3.8 – 3-69) describes the Project components. Section 3.1 (pp. 3-7) describes the Project’s local and regional</p>

CEQA Guidelines §15124	Location in Draft PEIR
	<p>setting. Detailed environmental setting discussions are included the environmental impact discussion in Section 5.1 through 5.20 (pp. 5.1-1 – 5.20-23.)</p> <p>Public Service facilities are discussed in Sections 5.3, 5.14, 5.15, 5.16, and 5.18.</p>
<p><i>(d) A statement briefly describing the intended uses of the EIR.</i></p> <p><i>(1) This statement shall include, to the extent that the information is known to the Lead Agency</i></p> <p><i>(A) A list of the agencies that are expected to use the EIR in their decision making, and</i></p> <p><i>(B) A list of permits and other approvals required to implement the project.</i></p> <p><i>(C) A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements.</i></p> <p><i>(2) If a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed, preferably in the order in which they will occur. On request, the Office of Planning and Research will provide assistance in identifying state permits for a project</i></p>	<p>Section 3.5 (pp. 3-71 – 3-72.)</p>

As shown in the above table, the Draft PEIR contains all of the information required by State CEQA Guidelines § 15124. Therefore, the Project Description is not deficient as asserted, no modifications are required, and recirculation is not warranted. Refer to Responses to Comment A-9 for a discussion of the circumstances that require recirculation of a Draft EIR prior to certification.

Response to Comment A-11:

The PEIR has evaluated the physical effects of the Beaumont 2040 Plan, which is limited to recitation of policies, requirements, and siting criteria, and designation of general areas in which future construction may occur. No specific development has been proposed. COVID19-related on-site construction work practices that relate to future development are not a CEQA issue.

Response to Comment A-12:

The comment is general in nature and does not contain a specific comment on the PEIR. However, CEQA only requires “consideration of the potential environmental effects of the project actually approved by the public agency, not some hypothetical project.” (*McQueen v. Board of Directors* (1988) 202 Cal.App.3d 1136, 1146.) " '[W]here future development is unspecified and uncertain, no purpose can

be served by requiring an EIR to engage in sheer speculation as to future environmental consequences.' [Citation.]" (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 738.) Here, the scope of the Project, as appropriately described in the FEIR, is limited to recitation of policies, requirements, and siting criteria, and designation of general areas in which future facilities may permissibly be located. No specific development has been proposed. Where, as here, an EIR cannot provide meaningful information about a speculative future project, deferral of an environmental assessment does not violate CEQA. (*Towards Responsibility in Planning v. City Council* (1988), 200 Cal.App.3d 671, 681.) Certification of the FEIR would not constitute approval a project which envisions future action without future environmental review. (Cf. *Leonoff v. Monterey County Bd. of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

Response to Comment A-13:

Pursuant to the CEQA Guidelines Section 15126.4(a)(1)(B), mitigation measures may specify performance standards for mitigating a significant impact when it is impractical or infeasible to specify the specific details of mitigation during the EIR review process, provided the lead agency commits to implement the mitigation, adopts the specified performance standard, and identifies the types of actions that may achieve compliance with the performance standard. In this case, the Sustainable Beaumont Plan (or similar document) is a separate policy document. Mitigation measure **MM GHG 1** identifies a performance standard and actions for addressing consistency with the state's GHG reduction goals. **MM GHG 1** includes monitoring requirements and plan amendment if the specified goals are not being achieved. As such, **MM GHG 1** is not improper deferral.

Response to Comment A-14:

The analysis in Section 5.3 – Air Quality, of the Draft PEIR is consistent with the South Coast Air Quality Management District (SCAQMD) CEQA Guidelines for program-level evaluation. The Draft PEIR quantifies the increase in criteria air pollutants emissions within the City. However, at a programmatic level, it is not feasible to quantify the potential reductions. As stated on page 5.3-24 of the PEIR:

The significance of impacts to air quality resulting from specific future development projects will be evaluated on a project-by-project basis (**MM AQ 1**) and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

No new environmental issues were raised by this comment and no revisions to the PEIR are necessary.

Response to Comment A-15:

This comment, which does not raise an environmental issue is noted.

Response to Comment A-16:

The comment misrepresents the CDFW comment letter, which is identified in the Final PEIR as Comment Letter 7. CDFW did not state there was a "lack of substantial evidence" to support the analysis of biological resources in the Draft PEIR. Refer to Response to Comment A-17, below for a discussion of the contents of the CDFW letter.

The comment also misrepresents the Beaumont Cherry Valley Water District (BCVWD) comment letter, which is identified in the Final PEIR as Comment Letter 29. First, the BCVWD did not comment on the Draft PEIR. The BCVWD made several comments regarding the General Plan Update document (referred to as the Beaumont 2040 Plan in the Draft PEIR. None of these comments were regarding the Draft PEIR

or the analysis contained therein. The analysis of Threshold B; *Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years* in Draft PEIR Section 5.18 – Utilities, is supported by data contained in the BCVWD’s 2015 Urban Water Management Plan and BCVWD’s Potable System Master Plan. (Draft PEIR, pp. 5.18.35, 5.18-40.)

Response to Comment A-17:

The CDFW letter did not state there was a “lack of analysis” in the EIR related to biological resources, as this comment suggests. The first three pages of the CDFW comment letter merely restated the CDFW’s role related to related biological regulations which were already noted and provided in the PEIR. Much of the CDFW comment letter is “boilerplate” language as evidenced by misidentification of the correct Lead Agency (i.e. page 2 and 12 of CDFW letter referencing the County instead of City of Beaumont) in their letter and requesting information that is not relevant to a programmatic EIR for a General Plan (i.e. request for long term maintenance information Page 8 of CDFW). CDFW’s letter does not state that the PEIR did not contain mitigation for direct, indirect and cumulative impacts to biological resources, instead CDFW offers up additional measures building from the measures and General Plan policies already identified in the PEIR for impacts already identified in the PEIR has having potentially significant impacts but that could be mitigated to a level below significance.

This comment indicates the PEIR did not evaluate impacts to biological resources from wildfires. As pointed out in response to CDFW’s letter about defensible space related to wildfires, the General Plan does include several policies related to providing fuel modification zones and defensible spaces especially when close to open space areas. See Response to Comment 7-H (FEIR pp. FEIR 2-51–FEIR 2-52).

This comment also indicates that the PEIR did not address impacts to lands managed by BLM and RCA and other entities. As indicated in the FEIR Response to Comment 7-J (pp. FEIR 2-52–FEIR 2-53), the General Plan identified numerous policies acknowledging other agency land ownership and requires future coordination with such agencies as BLM and RCA.

Additionally, as already outlined extensively throughout Section 5.4 of the PEIR, the MSHCP has been addressed and is an existing regulation through which compliance via a mitigation measures is not necessary. Although CDFW’s letter suggests several new mitigation measures, for reasons outlined in the response to CDFW’s letter (Comment Letter 7) in the Final PEIR (pp. FEIR 2-51–FEIR 2-57), addition of new mitigation measures such as the one to require projects comply with the JPR process is not necessary, as the PEIR already identifies this as an existing regulation. Some of the suggested mitigation measures offered by CDFW were made new mitigation measures, and others were instead utilized as General Plan policies. Where there were existing regulations to already address the suggested measure from CDFW, that was also responded to in Response to Comment Letter 7 in the Final PEIR.

Therefore, this comment does not identify any significant new environmental issues or impacts that were not already addressed in the DEIR

Response to Comment A-18:

For the reasons below, the Project is consistent with all applicable General Plan policies. The General Plan is a comprehensive, long-term policy document, and accordingly, environmental analysis concerning subordinate land use decisions are not the subject of the proposed Final PEIR.

Response to Comment A-19:

The Final PEIR provides a detailed response to call of CDFW's comments. As stated above, CDFW does not state that the PEIR has incorrectly or not analyzed the MSHCP. Rather, CDFW's letter provides additional measures that underscore or clarify processes or analyses already included in the PEIR. Not all of the measures suggested in the CDFW letter meet the definition of a mitigation measure per CEQA Guidelines Section 15126.4. A response to each measure suggested by CDFW is provided in Response to Comment 7 in the Final PEIR (on pp. FEIR 2-51–FEIR 2-57).

Response to Comment A-20:

As stated by the comment, the Draft PEIR includes a consistency analysis with the applicable goals of the 2016 RTP/SCS. The applicable goals were provided by SCAG in their response to the Notice of Preparation and are included in Appendix A of the Draft PEIR. Contrary to the commenter's assertion, the 2016 RTP/SCS does not include additional goals. The text of the comment cites footnote 4 as a source of numerous measures that the EIR failed to consider, yet there is there is no footnote 4. Similarly, the pages cited in footnote 6 of the comment are general references to the chapter of the RTP/SCS outlining the land use and transportation strategies to achieve the RTP/SCS goals.

The second and third paragraph of the comment provide an overview of SB 375 and the GHG reduction goals established for the SCAG region and the fourth and final paragraph of the comment generally describes that the 2012 and 2016 RTP/SCS PEIRs include an MMRP containing project-level mitigation measures; these paragraphs do not raise an environmental issue.

Response to Comment A-21:

The comment provides a list of measures that "outline applicable land use policies, transportation strategies, and project-level GHG measures identified in the 2012 and 2016 RTP/SCS and PEIRs which the EIR should consider." Upon review, this list does not contain any policies from the 2012 or 2016 RTP/SCS. Moreover, as the 2016 RTP/SCS builds upon the 2012 RTP/SCS, documentation in the 2012 documents has been superseded.

The three bullet points under the "Land Use and Transportation" heading are merely some of the strategies described in the RTP/SCS that are intended to achieve the goals and policies of the RTP/SCS. The Beaumont 2040 Plan has analyzed its consistency with the 2016 RTP/SCS goals in Section 6 of the PEIR and determined the Project will be consistent will all applicable goals (PEIR, pp. 6-4 – 6-9.)

The first bullet point under the "GHG Emissions Goals" heading is referencing Appendix F of the *CEQA Guidelines* and the potential impacts a project should evaluate. Section 5.19 of the PEIR evaluated the Beaumont 2040 Plan's energy impacts and determined they were less than significant with adherence to and implementation of the Beaumont 2040 Plan goals, policies, and implementation, and applicable federal, state, and local standards/regulations (PEIR, p. 5.19-25).

The remaining bullet points under the "GHG Emissions Goals" heading and the remaining headings "Hydrology & Water Quality Goal's," "Transportation, Traffic, and Safety," and "Utilities & Service Systems" are all project-level mitigation measures listed in either the 2012 or 2016 RTP/SCS PEIRs.

The 2012 and 2016 RTP/SCS PEIRs explains that SCAG identifies project-level mitigation measures that *may* be required by lead agencies and lead or responsible agencies have the discretion to determine at the project level which mitigation measures are applicable and feasible, based on the project-specific circumstances (2016 RTP/SCS Final PEIR, pp. 8-9 – 8-10.).

The 2016 RTP/SCS Final PEIR further clarified that:

The Project Level Mitigation Measures are provided as suggested approaches to help jurisdictions and project proponents achieve the collective goal of mitigating impacts at the project level. These are not intended to be exclusive or prescriptive in nature or application. (2016 RTP/SCS Final PEIR, p. 9-10)

The Beaumont 2040 Plan PEIR is does not propose specific development. Future development projects will be evaluated on a project-by-project basis and if required, applicable and feasible mitigation measures will be identified. For the reasons outlined above, no additional analysis is required and no revisions to the PEIR are necessary.

Response to Comment A-22:

CEQA Guidelines § 15125 indicates the environmental baseline for purposes of analysis is the notice of preparation. As stated in the Draft PEIR, “The Notice of Preparation (NOP) for the Project was distributed on March 2018, which is the baseline year for purposes of this Draft PEIR. (Draft PEIR, p. 4-1.) As stated in the comment, the *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Goals* (Connect SoCal plan) was adopted two years after the baseline year and only five (5) days prior to release of the Draft PEIR for public review. Thus, not only is analysis of this Connect SoCal plan not required, given the short time frame between its approval and release of the Draft PEIR, providing a consistency analysis in the Draft PEIR would be infeasible. Further, as discussed in Response to Comment A-20, the Draft PEIR includes a consistency analysis with the applicable goals of the 2016 RTP/SCS, which were provided to the City by SCAG in their response to the Notice of Preparation. (Refer to Draft PEIR Appendix A).

Nonetheless, **Table 1 Consistency with Connect SoCal Goals** presents an analysis of the Connect SoCal Plan. Several of the ten (10) Connect SoCal goals¹ are similar to and/or incorporate concepts from the 2016 RTP/SCS goals, which were evaluated in **Table 6.-C – Consistency with 2016 RTP/SCS Goals** on pages 6-4-6-9.

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
<p>Goal 1: Encourage regional economic prosperity and global competitiveness.</p> <p>(Connect SoCal Goal 1 is similar to the 2016 RTS/SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.)</p>	<p>Not Applicable: This is not a project specific policy and is therefore not applicable. Nonetheless the following goals, policies, and implementation strategies from the Economic Development and Fiscal chapter of the Beaumont 2040 Plan will contribute to the regional economy:</p> <ul style="list-style-type: none"> ▪ Goals: 5.1, 5.2, 5.4, 5.5, 5.6, 5.7 ▪ Policies: 5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.1.6, 5.1.9, 5.1.10, 5.2.1, 5.2.3, 5.2.4, 5.2.6, 5.4.1, 5.4.2, 5.4.3, 5.4.4, 5.4.5, 5.5.1, 5.5.2, 5.5.3, 5.5.4, 5.5.5, 5.5.6,

¹ Southern California Association of Governments, *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Goals*, September 3, 2020, p. 9. (Available at <https://www.connectsocial.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf>)

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>5.6.1, 5.6.2, 5.6.4, 5.6.5, 5.7.1, 5.7.2, 5.7.3, 5.7.5, 5.7.6, 5.7.7, 5.7.8.</p> <ul style="list-style-type: none"> ▪ Implementation Strategies: EDF1, EDF2, EDF3, EDF5, EDF6, EDF8, EDF9, EDF10, EDF14, EDR21, EDF22, EDF25, EDF27. <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 1.)</p>
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>(Connect SoCal Goal 2 is similar to the 2016 RTS/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.)</p>	<p>Consistent: As discussed in the Draft PEIR, Section 5.16 – Transportation and the Beaumont 2040 Plan’s Traffic Impact Analysis (TIA), the Beaumont 2040 Plan includes an updated Mobility Plan which shows that transportation networks in the City that will be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs have been incorporated into the Beaumont 2040 Plan to guide development and maintenance of transportation networks, including but not limited to:</p> <ul style="list-style-type: none"> ▪ Riverside County Congestion Management Program ▪ Caltrans Traffic Impact Studies Guidelines ▪ Caltrans Highway Capacity Manual ▪ SCAG 2016 RTP/SCS <p>Additionally, the City is required by the California Government Code to coordinate its circulation system with regional transportation plans. The Beaumont 2040 Plan’s Mobility Plan is a comprehensive transportation management strategy that addresses infrastructure capacity. Furthermore, the Beaumont 2040 Plan is consistent with AB 1358 (the Complete Streets Act) as Complete Streets are one of the key components in the Mobility Plan. The Beaumont 2040 Plan’s Land Use and Community Design Plan sets the appropriate design parameters for future change and redevelopment as it relates to maximizing mobility and accessibility for all people and goods in the region. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance on how to improve mobility within the City:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 (Draft PEIR, pp. 6-4-6-5.) <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 2.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system</p> <p>(Connect SoCal Goal 3 is similar to and/or encompasses concepts from 2016 RTS/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region; 2016 RTS/SCS Goal 4: Preserve and ensure a sustainable regional transportation system; and 2016 RTS/SCS Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.)</p>	<p>Consistent: As discussed in the Draft PEIR, the Beaumont 2040 Plan includes goals, policies, and implementing strategies requiring roadways to comply with federal, state, and local designs and safety standards. As discussed in Draft PEIR Section 5.16 – Transportation, the Beaumont 2040 Plan will not result in result in inadequate emergency access and future implementing development projects will be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. (Draft PEIR, p. 6-9.)</p> <p>The Beaumont 2040 Plan encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. (Draft PEIR, p. 6-6.) All modes of transit are required to follow safety standards set forth by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., the City) and regional (e.g., SCAG, County of Riverside, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for SoCal Connect Goal 2, above, and the analysis in the Draft PEIR for RTP/SCS Goal 2 on pages 6-4-6-5 of the Draft PEIR. The Beaumont 2040 Plan’s Mobility Plan develops a street network that balances the needs of all users with importance placed on pedestrian safety as well as vehicular safety and provides both vehicular and non-vehicular circulation plans while the Land Use and Community Design Plan provide for standards in design. (Draft PEIR, pp 6-4-6-5.)</p> <p>The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies that will contribute to the</p>

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>preservation, security, and resilience of the regional transportation system:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 (Draft PEIR, pp. 6-5-6-6, 6-9.) <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 3.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p> <p>(Connect SoCal Goal 4 is similar to 2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.)</p>	<p>Consistent: As discussed in the Draft PEIR, the Beaumont 2040 Plan’s Mobility Plan addresses the City’s transportation system which is planned to be developed and maintained to increase person and goods movement and travel choices. Specifically, the Beaumont 2040 Plan’s Mobility Chapter includes roadway design recommendations for the improvement and maintenance of all aspects of the public rights-of-way that promote complete streets to increase opportunities for the region’s public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of the City. As reflected in the Figure 5.16-14 – Bicycle and Pedestrian Priority Network, many areas of the City will be served by trails and bikeway. Future implementing development projects will be required to implement traffic improvements outlined in the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan which will improve intersections and roadways from the existing conditions, and create more vibrant and productive areas with increased transportation choices. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to increase person and goods movement and travel choices within the City:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<ul style="list-style-type: none"> ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 (Draft PEIR, p. 6-7.) <p>Health and Environmental Justice Element</p> <ul style="list-style-type: none"> ▪ Goals: 6.5, 6.6 ▪ Policies: 6.5.1, 6.5.3, 6.5.4, 6.6.1, 6.6.2, 6.6.3 ▪ Implementation Strategies: HEJ14, HEJ15 <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 4.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p> <p>(Connect SoCal Goal 5 incorporates concepts from 2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking) and 2016 RTP/SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible.)</p>	<p>Consistent: As discussed in Draft PEIR Section 5.7 – Greenhouse Gas Emissions and Section 5.19 – Energy, the Beaumont 2040 Plan includes goals, policies, and implementation strategies designed to reduce GHG emissions and ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Further, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can reduce greenhouse gas (GHG) emissions in addition to keeping dollars in its local economy, creating new green jobs, and improving the community’s quality of life. (Draft PEIR, pp. 6-7–6-8.) Additionally, the Beaumont 2040 Plan will comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC[2015]) and the California Green Building Standards Code (CALGreen[2017]; Part 11 of Title 24). Further, the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan establish requirements for future implementing projects to maximize the protection of the environment and improvement of air quality by being required to coordinate with local transit services to ensure any required</p>

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>transit connections are included for future implementing developments and incorporate active transportation. The Beaumont 2040 Plan builds upon the 2015 Sustainable Beaumont Plan and includes the following goals, policies, and implementation strategies to reduce GHG emissions and improve air quality:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.8, 3.1.11, 3.3.7, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implementation Strategies: LUCD10 LUCD11, LUCD12, LUCD16, LUCD17 <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.7 ▪ Policies: 4.1.4, 4.1.5, 4.2.3, 4.2.4, 4.3.3, 4.3.5, 4.4.1, 4.4.2, 4.4.4, 4.4.5, 4.5.1, 4.5.3, 4.7.2, 4.7.3 ▪ Implementation Strategies: M3, M4, M14, M25, M29 <p>Economic Development and Fiscal Element</p> <ul style="list-style-type: none"> ▪ Goal: 5.1 ▪ Policy: 5.1.4 ▪ Implementation Strategies: EDF9, EDF2 EDF3, EDF4 <p>Health and Environmental Justice Element</p> <ul style="list-style-type: none"> ▪ Goal: 6.5 ▪ Policies: 6.5.1, 6.5.3, 6.5.4 ▪ Implementation Strategies: HEJ15, <p>Community Facilities and Infrastructure Element</p> <ul style="list-style-type: none"> ▪ Goals: 7.1, 7.3, 7.4, 7.6, 7.7, 7.9 ▪ Policies: 7.1.7, 7.1.8, 7.3.1, 7.3.2, 7.3.3, 7.3.4, 7.3.5, 7.3.6, 7.3.7, 7.3.8, 7.4.2, 7.4.3, 7.6.2, 7.6.3, 7.6.5, 7.6.3, 7.7.1, 7.7.2, 7.7.3, 7.7.4, 7.7.5, 7.9.2 ▪ Implementation Strategies: CFI2, CFI6, CFI7, CFI20, CFI26, CFI27, CFI28, CFI29, CFI30 <p>Conservation and Open Space Element</p> <ul style="list-style-type: none"> ▪ Goals: 8.1, 8.2, 8.3, 8.11 ▪ Policies: 8.1.1, 8.1.2, 8.1.3, 8.1.4, 8.1.5, 8.1.6, 8.1.7, 8.1.8, 8.1.9, 8.1.10, 8.1.11, 8.2.1, 8.2.2, 8.2.3, 8.3.1, 8.3.2, 8.3.4, 8.3.5, 8.3.6, 8.3.7, 8.11.5 ▪ Implementation Strategies: C1 through C13 <p>Safety Element</p> <ul style="list-style-type: none"> ▪ Goal: 9.10 ▪ Policies: 9.10.1, 9.10.2, 9.10, 3, 9.10.4, 9.10.5, 9.10.6 ▪ Implementation Strategies: S8, S28

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>Downtown Area Plan</p> <ul style="list-style-type: none"> ▪ Goals: 11.1, 11.3, 11.4, 11.8, 11.12 ▪ Policies: 111.2, 11.1.3, 11.14, 11.1.5, 11.1.6, 11.1.8, 11.3.1, 11.3.2, 11.4.2, 11.4.3, 11.8.1, 11.8.2, 11.8.3, 11.8.4, 11.8.5, 11.8.6, 11.8.7, 11.8.9, 11.8.10, 11.8.11, 11.8.14, 11.12.1, 11.12.2, 11.12.3, 11.12.4, 11.12.5, 11.126, 11.12.7 ▪ Implementation Strategies: DAP4, DAP6, DAP11, DAP12 (Draft PEIR, pp. 5.7-115.7-22; 5.19-9 –5.19-20.) <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 5.</p>
<p>Goal 6: Support Healthy and Equitable Communities</p> <p>(Connect SoCal Goal 6 expands upon 2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p>Consistent: The Beaumont 2040 Plan’s Health and Environmental Justice Element will realize a healthy and equitable community by addressing existing community health concerns and approaches to managing new development to prevent future health issues. This will be accomplished by addressing environmental justice, access to healthy food, disease prevention, safe and healthy housing, and opportunities for physical activity. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies for a healthy and equitable community:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.2, 3.3, 3.6, 3.8, 3.10, 3.11 ▪ Policies: 3.1.2, 3.1.11, 3.2.1, 3.2.3, 3.3.7, 3.6.1, 3.6.2, 3.8.1, 3.8.2, 3.8.3, 3.8.4, 3.8.5, 3.8.6, 3.8.7, 3.10.1, 3.10.2, 3.10.3, 3.10.5, 3.10.6, 3.10.7, 3.11.1, 3.11.3, 3.11.4 ▪ Implementation Strategies: LUCD11, LUCD21, LUCD22 <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.2, 4.3, 4.4 ▪ Policies: 4.2.1, 4.2.3, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, ▪ Implementation Strategies: M4, M6 M7, M13, M16, M17, M18, M19, M24, M30 <p>Health and Environmental Justice Element</p> <ul style="list-style-type: none"> ▪ Goals: 6.1, 6.2, 6.3, 3.4, 6.5, 6.6, 6.7 ▪ Policies: 6.1.1 through 6.1.9, 6.2.1 through 6.2.7, 6.3.1 through 6.3.7, 6.4.1 through 6.4.5, 6.5.1 through 6.5.9, 6.6.1 through 6.6.5, 6.7.1 through 6.7.10 ▪ Implementation Strategies: HEJ1 through HEJ22

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>Community Facilities and Infrastructure Element</p> <ul style="list-style-type: none"> ▪ Goals: 7.7, 7.9, 7.10 ▪ Policies: 7.9.5, 7.9.7 ▪ Implementation Strategies: CFI34 <p>Community Facilities and Infrastructure Element</p> <ul style="list-style-type: none"> ▪ Goals: 8.4, 8.7 ▪ Policies: 8.4.1, 8.4.2, 8.4.3, 8.4.4, 8.7.4 ▪ Implementation Strategies: CFI34 <p>Safety Element</p> <ul style="list-style-type: none"> ▪ Goals: 9.10, 9.11 ▪ Policies: 9.10.4, 9.10.6, 9.10.7, 9.11.2, 9.11.3, 9.11.4, 9.11.5, 9.11.6, 9.11.7, 9.11.8, 9.11.9 ▪ Implementation Strategies: S26, S27, S31 <p>Noise Element</p> <ul style="list-style-type: none"> ▪ Goals: 10.1, 10.2 ▪ Policies: 10.1.1, 10.1.3, 10.1.4, 10.1.8, 10.2.2, 10.2.3, 10.2.4, 10.2.6, 10.2.8, 10.2.9 ▪ Implementation Strategies: N2, N6, N7, N8, N9, N10 <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 6.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation system</p>	<p>Consistent: The Beaumont 2040 Plan will guide the City through the challenge of balancing growth and sustainability while adapting to the impacts of climate change. The Beaumont 2040 Plan acknowledges climate change driven by human generated greenhouse gas (GHG) emissions is one of the most urgent environmental issues of our time. Increasing community awareness and resiliency to climate change can also mitigate the potential impacts of climate change on people, ecosystems, buildings, infrastructure, and the economy.</p> <p>Recognizing the need to prepare and adapt to a changing climate, the Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to adapt to a changing climate and support an integrated regional development pattern and transportation system:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.11 ▪ Policy: 3.11.5 ▪ Implementation Strategy: LUCD23

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.2, 4.5, ▪ Policies: 4.2.1, 4.5.1, 4.5.3 ▪ Implementation Strategies: M7, M20 <p>Economic Development and Fiscal Element</p> <ul style="list-style-type: none"> ▪ Goals: 5.1, 5.6 ▪ Policies: 5.1.10, 5.6.1 ▪ Implementation Strategies: EDF27, <p>Community Facilities and Infrastructure Element</p> <ul style="list-style-type: none"> ▪ Goals: 7.1, 7.5 ▪ Policy 7.1.8, 7.5.6 ▪ Implementation Strategies: CFI1, CFI32 <p>Conservation and Open Space Element</p> <ul style="list-style-type: none"> ▪ Goals: 8.3, 8.5, 8.4, 8.5, 8.7 ▪ Policies: 8.3.1, 8.3.2, 8.3.3, 8.3.5, 8.3.6, 8.3.7, 8.4.2, 8.5.6, 8.7.4, 8.7.5 ▪ Implementation Strategies: C1, C5, C6, C9, C11, C21 <p>Safety Element</p> <ul style="list-style-type: none"> ▪ Goals: 9.8, 9.10 ▪ Policies: 9.8.3, 9.10.1, 9.10.2, 9.10.3, 9.10.4, 9.10.5, 9.10.6, 9.10.7 <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 6.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel</p>	<p>Consistent: The Mobility Element of the Beaumont 2040 Plan acknowledges that although the future of mobility is rapidly changing, including the increased use of transportation network companies (TNCs) and autonomous vehicles (AVs), which may increase vehicle miles traveled (VMT), there is a growing trend toward linking TNCs and transit. The Mobility Element includes a goal to support and proactively plan for changes in mobility technologies in addition to guidance for the use of new transportation technologies.</p> <p>The Mobility Element of the Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to leverage new transportation technologies to result in more efficient travel:</p> <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.1, 4.2, 4.5, 4.6, 4.8 ▪ Policies: 4.1.4, 4.2.1, 4.5.2, 4.5.3, 4.6.1, 4.8.1, 4.8.2 ▪ Implementation Strategies: M13, M30

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 8.'</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent: One of the guiding principles of the Beaumont 2040 Plan is that efficient infrastructure and multi-modal transportation have a vital role in improving the quality of life. This includes a well-designed transportation system that support walking, biking, and public transit. Beaumont will create multi-modal access for all residents, employees, and visitors to key destination points, including shopping, recreation, education, and jobs. The Beaumont 2040 Plan increases the diversity of housing types by maintaining existing the existing residential designations of Rural Residential, Single Family Residential, High Density Residential and introducing new designations of Traditional Neighborhood, Downtown Mixed Use, Urban Village, and a Transit Oriented District (TOD) Overlay. The Traditional Neighborhood designation allows single-family detached houses and small scale-multi-family housing. The Downtown Mixed Use designation allows mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multi-family residential uses, and live/work units. The Urban Village will allow a variety of specialized land uses including a regional serving commercial, higher density residential development, educational uses, and open space and recreation and amenities. The TOD Overlay will allow residential and supportive employment and commercial uses near the future Metrolink transit station.</p> <p>The Beaumont 2040 Plan Mobility Element utilizes layered networks approach to provide a balanced mobility system and implement Complete Streets. Complete Streets are designed to enable safe access for users of all ages and all modes of transportation.</p> <p>The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to encourage development of diverse housing types in areas that are supported by multiple transportation options.</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.7, 3.1.8, 3.1.11, 3.3.1, 3.3.2, 3.3.5, 3.3.7, 3.7.1, 3.7.2, 3.8.1

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<ul style="list-style-type: none"> ▪ Implementation Strategies: LUCD14, LUCD15, LUCD16 <p>Mobility Element</p> <ul style="list-style-type: none"> ▪ Goals: 4.2, 4.3, 4.4, 4.5 ▪ Policies: 4.2.1, 4.3.5, 4.4.1, 4.4.4, 4.4.5, 4.5.1 ▪ Implementation Strategies: M3, M4, M6, M13, M20 <p>Conservation and Open Space Element</p> <ul style="list-style-type: none"> ▪ Goals: 8.3 ▪ Policies: 8.3.7 ▪ Implementation Strategies: C16, C18, C21, C12, C23, C24 <p>Health and Environmental Justice Element</p> <ul style="list-style-type: none"> ▪ Goals: 6.5 ▪ Policies: 6.5.5 ▪ Implementation Strategies: HEJ11 <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 9.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent: One of the guiding principles of the Beaumont 2040 Plan is the beautiful environment of the Pass area. This will be realized in the Beaumont 2040 Plan by protecting the community’s rural landscape, including quality access to air and water, open space, and mountain views. The Beaumont 2040 Plan includes protected open space areas in which active open space corridors and trails that support natural vegetation, scenic vistas, and sensitive habitats. Additionally, implementation of the Beaumont 2040 Plan will ensure that new development protects sensitive habitats and preserves views of the mountains.</p> <p>The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to promote conservation of natural and agricultural lands and restoration of habitats:</p> <p>Land Use and Community Design Element</p> <ul style="list-style-type: none"> ▪ Goals: 3.1, 3.3, 3.11, 3.12 ▪ Policies: 3.1.6, 3.3.12, 3.11.5, 3.11.6, 3.11.7, 3.11.8, 3.11.9, 3.11.10, 3.12.1, 3.12.4 ▪ Implementation Strategies: LUCD23, LUCD25 <p>Conservation and Open Space Element</p> <ul style="list-style-type: none"> ▪ Goals: 8.5, 8.6, 8.7, 8.8, 8.9, 8.10 ▪ Policies: 8.5.1, 8.5.2, 8.5.3, 8.5.4, 8.5.5, 8.5.6, 8.5.7, 8.6.1, 8.6.2, 8.6.3, 8.6.4, 8.7.12, 8.7.5, 8.7.6, 8.8.1,

Table 1 – Consistency with Connect SoCal Goals

Connect SoCal Goal	Beaumont 2040 Plan Analysis
	<p>8.8.2, 8.8.3, 8.8.4, 8.8.6, 8.9.5, 8.9.3, 8.9.4, 8.10.1, 8.10.2, 8.10.3, 8.10.4, 8.10.6</p> <ul style="list-style-type: none"> ▪ Implementation Strategies: C16, C18, C21, C12, C23, C24 <p>Thus, the Beaumont 2040 Plan achieves Connect SoCal Goal 10.'</p>

Source: Southern California Association of Governments, September 3, 2020. *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, available at <https://www.connectsocial.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf>,

As reflected in **Table 1** above, the proposed Project will be consistent with all Connect SoCal goals. No new environmental impact has been identified; therefore, recirculation of the Draft PEIR is not required.

Response to Comment A-23:

As indicated in Responses to Comment A-1 through A-22, above, the Commenter did not identify any significant new environmental impacts that would require recirculation of the Draft PEIR pursuant to CEQA Guidelines § 15088.5.

**Late Comment Letter B –Jimmy Elrod, Special Representative, Southwest
Regional Council of Carpenters**

Late comment letter B commences on the next page.

From: Nicole Wheelwright <NWheelwright@beaumontca.gov>
Sent: Tuesday, November 03, 2020 7:20 PM
To: Carole Kendrick <CKendrick@beaumontca.gov>
Cc: Cheryl DeGano <cheryl.degano@webbassociates.com>; Simran Malhotra <simran@raimiassociates.com>; Monica Tobias <monica.tobias@webbassociates.com>; Monica Guerra <monica@raimiassociates.com>; Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Copy of Union Letter Stephanie Standerfer <stephanie.standerfer@webbassociates.com>

Good evening,

I just realized that I had not included the number of members I represent that reside within the City of Beaumont. Please receive the following as my statement for tonight's City Council Meeting for Agenda Item 8.

"Good evening Mayor Santos and Honorable Councilmembers. My name is Jimmy Elrod and I am a proud union carpenter and representative of the Southwest Regional Council of Carpenters. On behalf of the roughly 300 members residing within the City of Beaumont, I speak tonight in opposition of the proposed General Plan Update and believe that the City will be negatively impacted by the Environmental Impacts of the Project. We, as an organization, believe that the EIR doesn't not propose any specific mitigation measures for the projected increase of greenhouse gases, the potential impacts to sensitive biological resources despite the proposal submitted to the City by the California Department of Fish & Wildlife, and it fails to consider the impacts to the water resources. For all of these reasons I respectfully ask that you revise and recirculate the Project's EIR to address the aforementioned concerns. Thank you for your time and attention."

Best Regards,

Jimmy Elrod
Special Representative



Phone: 909.887.2524
Mobile: 909.665.3273

Southwest Regional Council of Carpenters
swcarpenters.org



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B-1

Response to Comment Letter B – Jimmy Elrod Special Representative, Southwest Regional Council of Carpenters

Response to Comment B-1:

This comment raises general concerns regarding mitigation measures for greenhouse gas (GHG) emissions, biological resources, and water resources with a request to revise and recirculate the Draft PEIR. Since these are the same general issues raised by the Southwest Regional Council of Carpenters in Late Comment Letter A, refer to Responses to Comment Letter A.

As substantiated in the Responses to Comment Letter A, the analysis in the Draft PEIR is complete and thorough, no further analysis is required, and per CEQA Guidelines § 15088.5 recirculation is not warranted.