Pennsylvania Street Commercial Project
Initial Study/Mitigated Negative Declaration
City of Beaumont, Riverside County, California

Prepared for:
City of Beaumont
Planning Department
550 East 6th Street
951.769.8518

Prepared by:
Vista Environmental, Inc.
1021 Didrikson
Laguna Beach, CA 92651
714.508.4100

Contact: Jakki Tonkovich, Project

Manager Report Date: December 2022

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Pennsylvania Avenue project (proposed project) in the City of Beaumont, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Beaumont is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the proposed project. The City has discretionary authority over the proposed project. The intended use of this document is to determine the level of environmental analysis required to adequately prepare the project IS/MND and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the characteristics of the proposed project. Section 2 includes an environmental checklist giving an overview of the potential impacts that may result from project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

1.2 - Project Location

The project site is located in the City of Beaumont, Riverside County, California. The City of Beaumont (City) is located at a half-mile elevation in the San Gorgonio Pass area south of Southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto Peak. The City is bordered on the east by the City of Banning, on the south by the City of San Jacinto, on the west by the City of Calimesa, and on the north by the unincorporated community of Cherry Valley. The City is located approximately 70 miles east of downtown Los Angeles, 21 miles northeast of the City of Riverside, and 21 miles southeast of the City of San Bernardino. (

Exhibit 1).

The project site is located on Pennsylvania Avenue and is approximately 250 feet south from the intersection of Pennsylvania Avenue and 6th Street. The project site is comprised of two parcels designated by Riverside County Assessor Parcel Number (APNs): 418-112-021 and 418-160-006 (Exhibit 2).

1.3 - Environmental Setting

Existing Conditions

The approximately 1.33-acre site is flat and located in an urban area. The project site currently is vacant. There are currently no improvements to Pennsylvania Avenue adjacent to the project site. The north, east, and west property lines are secured generally with a chain link fence. The south property line is secured with an older chain link fence providing separation from the adjacent Christopher Columbus Transcontinental Highway (Interstate -10). Overhead lines extend along Pennsylvania Avenue adjacent to the project site. There is an asphalt rolled curb along a portion of Pennsylvania Avenue. There is no gutter or side walk on Pennsylvania Avenue.

The project site consists of relatively flat, vacant land located within an urbanized area. There are no streams or rivers on or adjacent to the project site. The existing project site runoff flows for the north side of the project site to the south side. There is an existing open storm drain on the project site that conveys runoff to the southern portion of the project site.

The project site is dominated by disturbed, ruderal habitat and ornamental trees. The project site appears to be continually disturbed by weed abatement and cars pulling off Pennsylvania Avenue along the eastern side of the site and driving on the site. The project site contains two habitat types including approximately one acre of ruderal habitat and approximately 0.33 acre of ornamental trees. General wildlife species documented on the project site or within the vicinity of the site include house sparrow (Passer domesticus), house finch (Carpodacus mexicanus), western side blotched lizard (Uta stansburiana elegans), mourning dove (Zenaida macroura), common raven (Corvus corax), and American crow (Corvus brachyrhynchos).

The property has a City General Plan Land Use Designation of Downtown Mixed Use (DMX)) and is zoned Sixth Street Mixed Use Zone (SSMU Zone). Refer to Exhibit 3 and Exhibit 4, respectively.

The project site is bounded by vacant land to the north; residential dwellings to the west; Pennsylvania Avenue; and, the Interstate -10 to the south. Across Pennsylvania Avenue from the project site to the east is vacant land.

1.4 - Project Description

The proposed project consists of the approvals approval of two Conditional Use Permits (CUP) and Plot Plan within the Downtown Mixed Use (DMX) and Sixth Street Mixed Use Zone (SSMU Zone) necessary to remove all existing vegetation on the project site to develop a gas station with 12 fueling positions that are covered with a canopy, a 3,400 square foot convenience store with an attached

1,292 square foot quick serve restaurant, and a 2,595 square foot automated car wash. The project site would provide all required parking and landscape improvements on-site. The components of the proposed project are described in more detail below.

General Plan and Zoning

General Plan

The City's General Plan Land Use Map provides the location and distribution of the various land use categories established by the General Plan. The project site is designated Downtown Mixed-Use on the City's General Plan Land Use Map based on the updated General Plan 2040 approved in December 2020. The designation accommodates a mix of uses at a variety of densities and intensities. The Downtown Mixed Use (DMX) has mixed-use buildings with active ground floor retail uses, upper-level professional office, service activities in conjunction with multifamily residential uses and live/work units. Additionally, the density is 0-22 dwelling units per acre and a Floor Area Ration (FAR) up to 0.5.

Specifically, the project site is within the extended Sixth Street District of the DMX. The district includes existing uses in this district are predominantly multi-family, commercial, and undeveloped land. This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the Downtown Mixed Use (DMU) or Beaumont Mixed Used (BMU) designations. The proposed project is consistent with the City's General Plan as the proposed uses of the project site are for a smaller retail commercial center.

Zoning

The Sixth Street Mixed Use Zone (SSMU Zone) permits development that provide a range of commercial service and retail land uses. The proposed project uses that include a gas/service station, car wash, grocery store/alcohol sales, fast-food restaurants are permitted uses within the SSMU Zone subject to the approval of a Conditional Use Permit (CUP). The City recognizes that certain uses, due to the nature of use, intensity, or size, require special review to determine if the use proposed, or the location of that use, is compatible with surrounding uses, or through the imposition of development and use conditions, can be made compatible with surrounding uses. The CUP provides for this purpose. The City Planning Commission is empowered to grant and deny applications CUPs and to impose reasonable conditions upon the granting of such permit (Section 17.02.100).

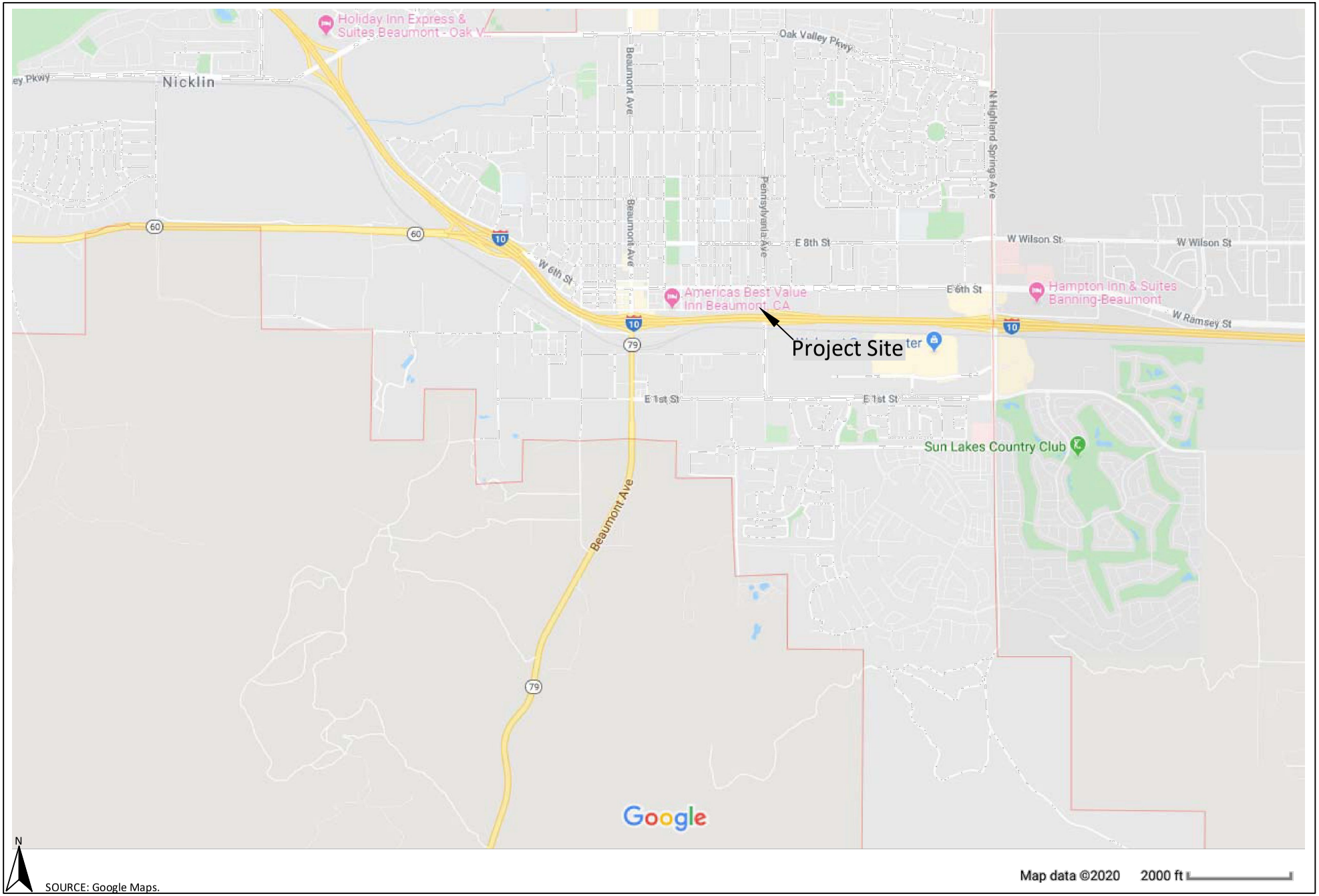
Parking

The proposed project requires a total of 42 parking spaces with two (2) accessible parking spaces, three (3) clean air vehicle parking spaces, two (2) future EV charging spaces and two (2) bicycle parking requirements. The proposed project would provide a total of 49 parking spaces with two (2) accessible parking spaces, three (3) clean air vehicle parking spaces, two (2) future EV charging spaces and two (2) bicycle parking requirements. (Exhibit 5).

Road Improvements

Pennsylvania Avenue currently provides one lane in each direction between 6th Street and I-10 Freeway. The City of Beaumont plans to widen Pennsylvania Avenue to a four-lane arterial. This intersection has a pre-existing condition that is warranted for traffic signal under Existing Conditions as well as Cumulative Opening Year Plus Project Conditions; however, installing traffic signals may be a wasteful spending that contradicts with Caltrans' plan to remove the existing ramp and construct a new signalized intersection northerly on Pennsylvania Avenue for I-10 westbound ramps. The new ramps are expected to fully resolve the deficient level of services at the current I-10 westbound off ramp. Therefore, instead of new traffic signals, the Traffic Study (Appendix I) recommends widening the I-10 Westbound Off Ramp at Pennsylvania Avenue to provide one exclusive left-turn lane and one exclusive right-turn lane.

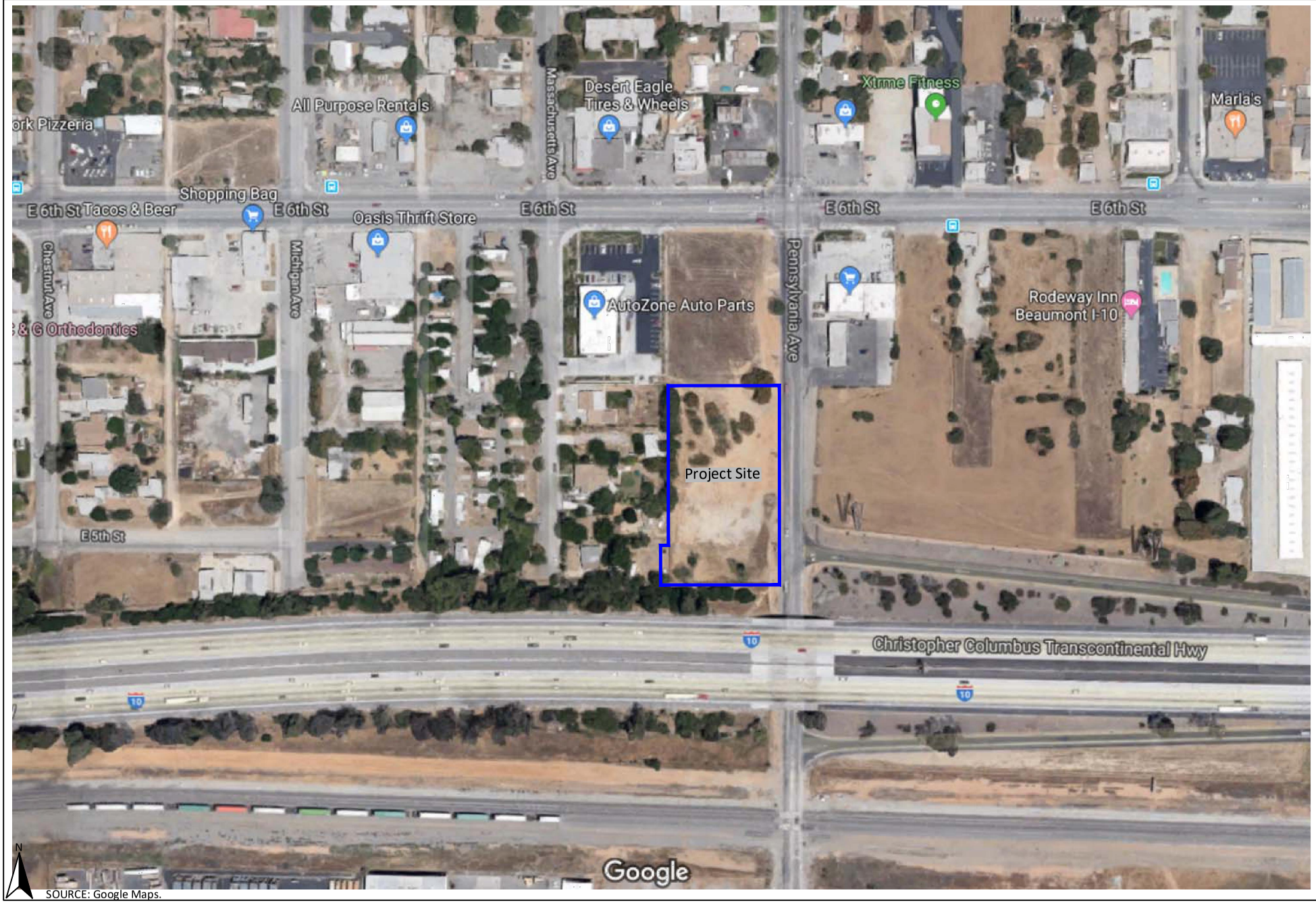
This intersection is expected to maintain acceptable level of services upon project completion. The fair share contribution for the project is $7,295, based on 14.56% of the estimated improvement costs for the mitigation measure. However, it should be the sole discretion of the City of Beaumont and Caltrans whether to fund the interim solution with consideration of the ultimate plan of a new interchange. The proposed road improvement along Pennsylvania Avenue, including sidewalk are shown on Exhibit 5.



SOURCE: Google Maps.

VISTA ENVIRONMENTAL

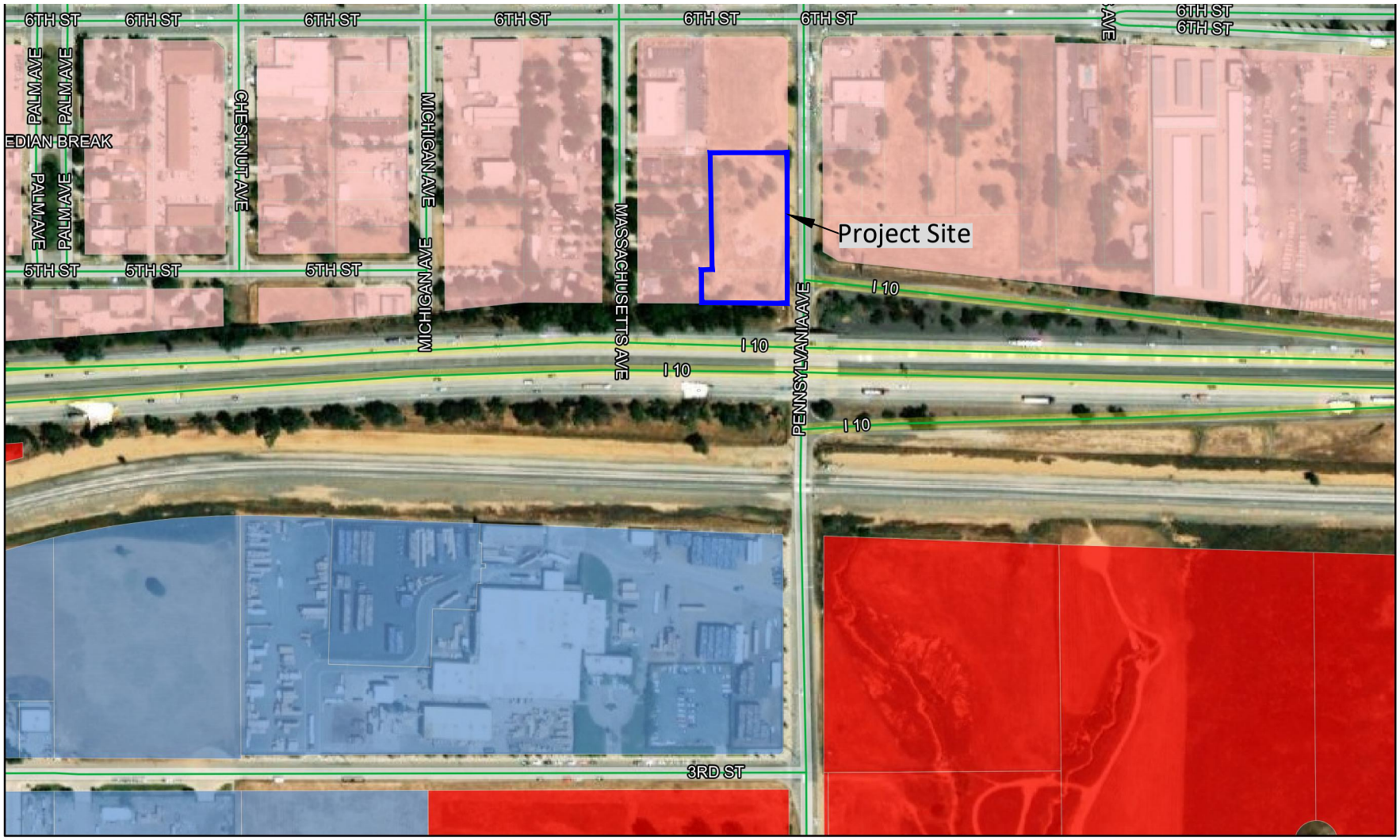
Exhibit 1
Regional Location Map



SOURCE: Google Maps.

VISTA ENVIRONMENTAL

Exhibit 2
Local Aerial Map



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General Plan

- Industrial
- Downtown Mixed Use
- General Commercial
- Street Labels
- Highways/Major Streets
- Minor Streets

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0 0.05 0.1 0.2 km

San Bernardino County, Maxar

City of Beaumont

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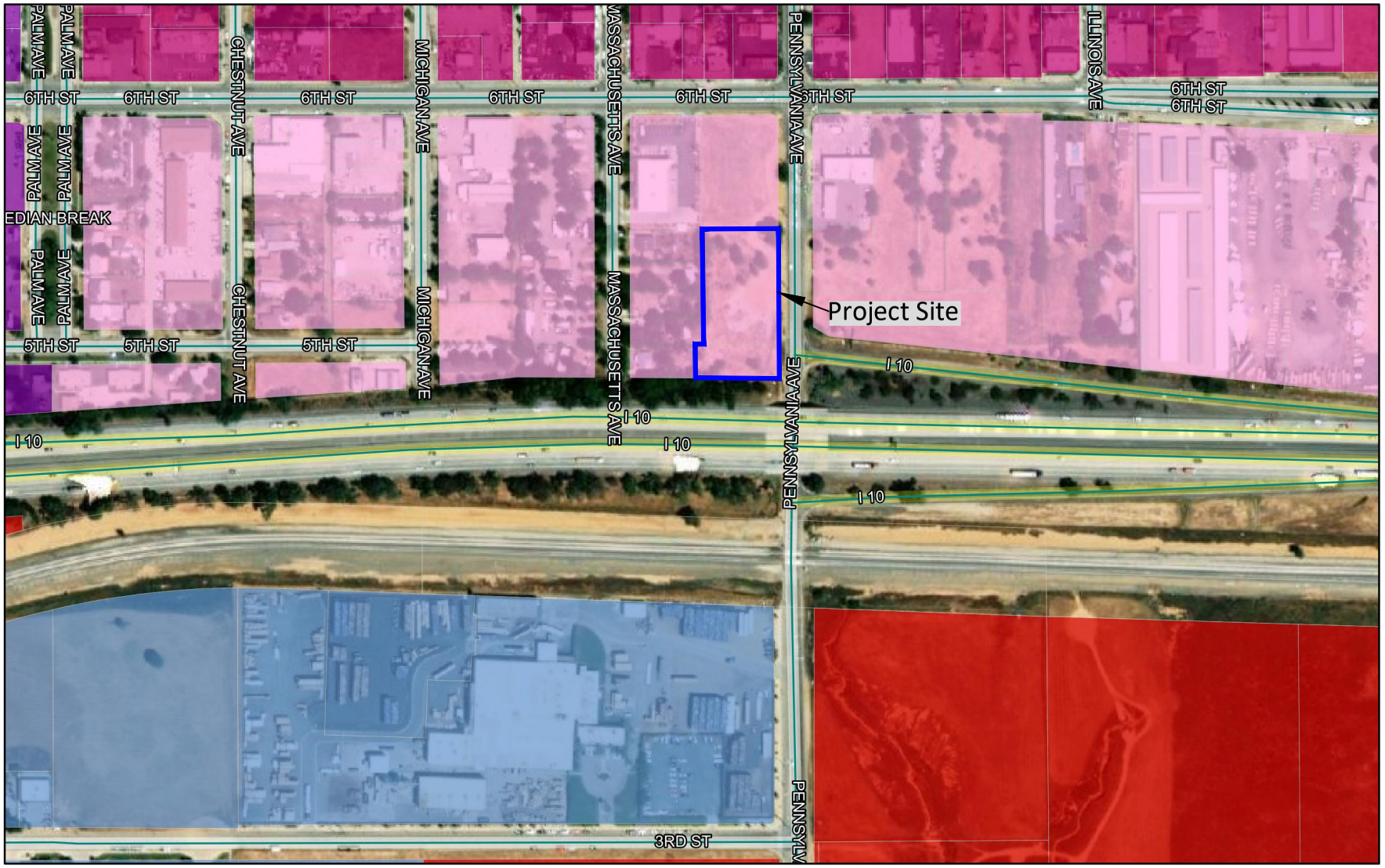
SOURCE: City of Beaumont GIS Maps.

VISTA ENVIRONMENTAL

Exhibit 3
City of Beaumont General Plan Land Use Map



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Zoning

- Union Pacific Rail Roadway
- Sixth Street Mixed Use - Residential
- Sixth Street Mixed Use
- Downtown Mixed Use
- Community Commercial
- Manufacturing
- Street Labels
- Highways/Major Streets

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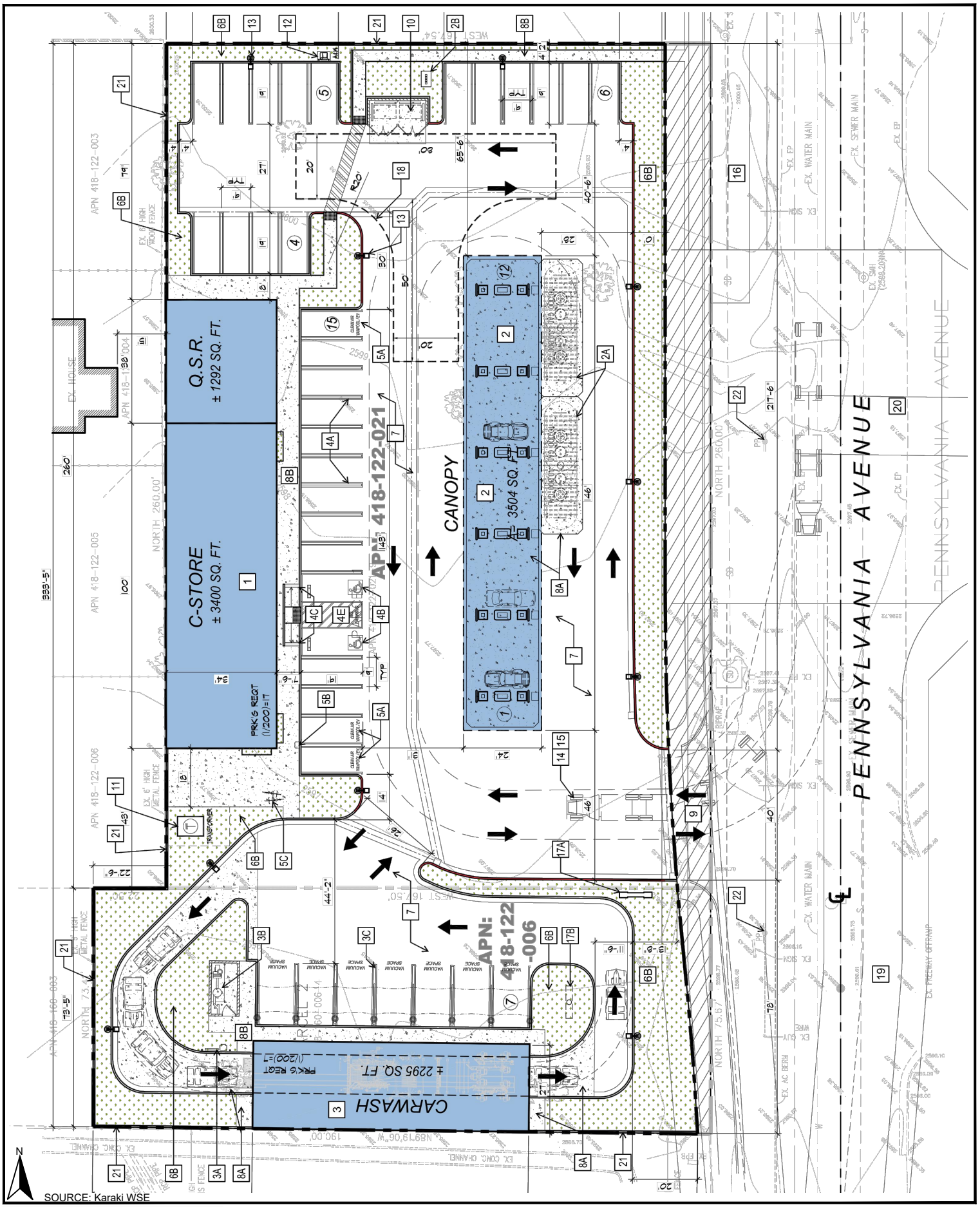
SOURCE: City of Beaumont GIS Maps.

VISTA ENVIRONMENTAL

Exhibit 4
City of Beaumont Zoning Map



VISTA ENVIRONMENTAL

Exhibit 5
Conceptual Site Plan

Site Access

The site provides two driveways on Pennsylvania Avenue. The north driveway allows full access to both directions on Pennsylvania Avenue. The south driveway allows right-in-right-out only in order to prevent blockage to the freeway off-ramp traffic. Both driveways will be located mid-block under current conditions. (Exhibit 5). The Traffic Study (Appendix I) has the following recommendations for traffic safety and ease of access:

- Install a STOP sign (R1-1) at the north driveway.
- Install STOP (R1-1) and Right Turn Only (R3-5R) signs at the south driveway along with pavement marking of a right-turn arrow for egress only.
- Provide a two-way-left-turn lane on Pennsylvania Avenue in the street widening project.

The developer acknowledges that Caltrans is in the early planning stage for a new interchange at Pennsylvania Avenue that is expected to demolish the existing ramps and construct new westbound ramps at the north end of the project site. With the existing off-ramp gone, the south driveway will no longer affect off-ramp traffic. The site will maintain full access to Pennsylvania Avenue through the south driveway. The developer further acknowledges and agrees that the north driveway may be removed permanently along with the new interchange due to Caltrans' preference to avoid any private driveway situated within a signalized intersection.

The site will provide a new bus pad at the site frontage on Pennsylvania Avenue. However, it is noted that the future intersection of the I-10 Westbound Ramps is expected to occupy a large portion of the site frontage and leaving not enough space for a bus pad.

Utilities

The proposed project would be served by all required public services and utilities including electricity, natural gas, telecommunications, sewage, water, and solid waste removal, etc. The existing above ground utilities on the project site are described above. The proposed project would construct an on-site private sewer main and will connect to the existing public sewer main. Water would be served by the existing water main and a new public water main would be constructed. Stormwater runoff would flow into a proposed storm drain system and discharge into Pennsylvania Avenue. Table 1 lists the Utility Providers for the project site.

Table 1: Utility Providers

Utility	Provider
Electricity	Southern California Edison
Natural Gas	SoCal Gas Company
Sewage	City of Beaumont
Potable Water	Beaumont Cherry Valley Water District
Storm Drain	City of Beaumont

Utility	Provider
Solid Waste Removal	Waste Management
Telephone	Multiple providers including Sprint, Verizon, T-Mobile, and others.
Cable TV	Multiple providers including AT&T, Spectrum, Frontier, and DIRECTTV.

Source: Source: Vista Environmental, Inc. 2019

1.5 - Construction and Operation

Construction

The construction phase of the proposed project would include remove all existing vegetation, grading, paving, and building construction activities. Construction activities would occur on the project site and off-site. Construction activities related to each environmental topic are provided in appropriate topical sections. No construction timing has been established by the Project Applicant for the project site. However, for the purpose of this analysis, it has been assumed to occur in 2020. Grading of the project site will be a balanced cut and fill, with no material imported or exported from the project site.

Operation

The project site is presently vacant. The project site would be developed as a service station with quick serve restaurant, Convenience Store (C-store), and carwash center. The project site would provide all on-site required parking and landscape improvements on-site and require off-site improvement. The off-site improvements include installing a stop sign and right turn only signs at the driveway. Additionally, the proposed project will be improving the right-of-way along Beaumont Avenue. No timeframe for occupancy has been established by the Project Applicant for the project site. However, for the purpose of this analysis, it has been assumed to occur in 2021.

1.6 - Required Discretionary Approvals

The proposed project would require the following discretionary approvals:

- City approval of the Initial Study/Mitigated Negative Declaration (IS/MND)
- City approval of a Conditional Use Permit
- City Approval of a Plot Plan

1.7 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. The purpose of this document is to analyze the proposed development activities described above, and it is intended to apply to the listed project approvals as well as to any other approvals that may be necessary or desirable to implement the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be

circulated for a minimum of 30 days, during which time comments concerning the analysis contained in the IS/MND should be sent to:

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

Phone: (951) 769-8518
Fax: (951) 769-8526
Email: ckendrick@beaumontca.gov

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☐	Mandatory Findings of Significance

ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 12-14-2022 Signed: Jaclyn Jonkz

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

Aesthetics: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- Caltrans State Scenic Highways in Caltrans District 8 – District 8, 2019.
- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
- Federal Highway Administration (FHWA), Nation Scenic Byways and All-American Roads in California, 2021.

Aesthetics: Environmental Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no designated scenic views or vistas within the City according to the City's General Plan. The project site is bounded by vacant land to the north; residential dwellings to the west; Pennsylvania Avenue and vacant land to the east; and, the Christopher Columbus Transcontinental Highway (Interstate10) to the south. The residential dwellings to the west of the

project site may have views of the San Gorgonio Mountains impacted by the proposed project. Windows looking from these residences facing to the east and their backyards may have views of existing hillsides and ridgelines blocked by the proposed project. As previously noted, there are no designated scenic views or vistas within the City according to the City's General Plan. No obstruction of significant ridgelines and hillsides would occur. Therefore, the proposed project would have no impact to scenic vistas. No impact would occur. No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State scenic highway?

No impact. The project site is located immediately north of Interstate 10. Interstate 10 is not designated a scenic highway at or near the proposed project. There are no designated scenic highways within the City. The proposed project site consists of undeveloped land with sparse vegetation; no potentially significant resources are present. A review of the site photos as shown in Appendix H, Noise Impact Analysis, Appendix A, Field Noise Measurements Photo Index indicates that there are no trees, rock outcroppings, or historical buildings on or adjacent to the project site. Since the proposed project site is not visible from any scenic highway and does not contain scenic resources, there would be no impact and no mitigation would be required.

Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway. No impact would occur. No mitigation measures are required.

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

Less than significant. The approximately 1.33-acre project site is relatively flat and located in an urban area. The proposed project would be required to comply with applicable zoning. The project site would be developed with commercial uses that are consistent with City Plans as designated on the City's General Plan and Zoning. The proposed project would be constructed pursuant to City design plans and policies contained in the Municipal Code and General Plan. The proposed project development includes 12 covered fueling positions, convenient store, quick service restaurant, and automatic car wash. The height of each of these structures is consistent with applicable City Zoning and other regulations.

Therefore, related to a conflict with applicable zoning and other regulations governing scenic quality the proposed project would have a less than significant impact. No mitigation measures are required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. The project site is currently undeveloped.

Construction: No night-time construction is proposed. During construction, on-site lighting would be required to maintain site security in accordance with City Municipal Code (Chapter 8.50: Outdoor Lighting).

Operation: The proposed project would introduce new lighting fixtures. Additionally, light and glare would occur from vehicles entering and exiting the project site. The area immediately to the west of the project site is planned and zoned for commercial uses; however, is presently residential.

The new lighting fixtures would increase light from the project site. Outdoor lighting would be used to illuminate building exteriors, parking lots, and Pennsylvania Avenue. Lighting will be shielded such that it will minimize light spillage to adjacent properties in accordance with City Municipal Code (Chapter 8.50: Outdoor Lighting) to reduce potential impacts from light or glare from new light fixtures to less than significant levels. The proposed project would not utilize high gloss or reflective materials that would cause glare or reflection. The proposed project would not generate excessive light or glare with adherence to applicable City standards.

Additionally, a light and glare impact would potentially occur from vehicles entering and exiting the project site. The Project Applicant will agree to the construction of a noise wall (MM NOI-2) a minimum 8-foot high concrete masonry unity (CMU) wall along the entire west side of the project site. The proposed project would not generate excessive light or glare from vehicles entering and exiting the project site with the construction of the CMU wall.

Therefore, related to a new source of substantial light or glare that would adversely affect day or nighttime views in the area the proposed project would have a less than significant impact. No mitigation measures are required.

Aesthetic: Mitigation Measures

None.

Aesthetic: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to aesthetics. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Agriculture and Forestry Resources: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- California Department of Conservation Farmland Mapping and Monitoring Program, Website accessed on 05-03-2019.
- City of Beaumont General Plan, December 2020.

- City of Beaumont Municipal Code, October 31, 2018.

Agriculture and Forestry Resources: Environmental Evaluation

Would the project:

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

No impact. The project site is vacant land in an urban area, according to the California Department of Conservation, California Important Farmland Finder, Riverside County, 2016 map, the project site and the surrounding area is classified as Urban and Built-Up Land. According to the California Department of Conservation, Urban and Built-Up Land constitutes being occupied "…by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures." and not farmland.

Therefore, related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use the proposed project would have no impact. No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The approximately 1.33-acre site is relatively flat and located in an urban area. The project site is dominated by disturbed, ruderal habitat, and ornamental trees. There are approximately 0.33 acres of ornamental trees on the project site. These trees are not for timberland uses. Additionally, the project site is not located within a Williamson Act contract area. The City General Plan states that there are no Williamson Act encumbered properties within the City. The project site is located within the Commercial General Zone (C-G Zone). The C-G Zone permits development that provide a range of commercial service and retail land uses. The proposed project uses include a gas/service station, car wash, grocery store/alcohol sales, fast-food restaurants are permitted uses within the SSMU Zone subject to the approval of a Conditional Use Permit (CUP). The project site would be developed with commercial uses that are consistent with City plans as designated on the City's General Plan and Zoning.

Therefore, related to conflicts with existing zoning for agricultural use or a Williamson Act contract the proposed project would have no impact. No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. As outlined above in Environmental Evaluation 2(b), the project site zoning designation is SSMU Zone. The project site is not zoned for forestland, timberland, or timberland production.

Therefore, related to conflicts with existing zoning or causing the rezoning of forestland, timberland, or timberland production the proposed project would have no impact. No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. As outlined above in Environmental Evaluation 2(c), the project site zoning designation is C-G and not zoned for forestland, timberland, or timberland production.

Therefore, related to the loss of forestland or conversation of forestland to non-forest use the proposed project would have no impact. No mitigation measures are required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. As outlined above in Environmental Evaluation 2(a) – 2(d), neither the project site nor its surroundings are zoned for or currently agricultural or forestland. There are no agricultural or forestry uses on the project site.

Therefore, related changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use the proposed project would have no impact. No mitigation measures are required.

Agriculture and Forestry Resources: Mitigation Measures

None.

Agriculture and Forestry Resources: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to agriculture and forest resources. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Air Quality: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, City of Beaumont,* May 20, 2020 (Appendix A).

Air Quality: Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant. The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance 1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses

conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this proposed project, the City of Beaumont General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The project site is currently designated as Downtown Mixed Use (DMX) in the General Plan. The proposed gas station, convenience market, quick serve restaurant, and carwash are allowed uses in the Downtown Mixed Use land use designation. As such, the proposed project is consistent with the current land use designation and is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Less than significant. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Appendix A (Section 8.1) The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table 2. Since it is likely that building construction and application of architectural coating activities would occur concurrently, these activities have been analyzed together in Table 2.

Table 2: Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Site Preparation[1]						
Onsite	1.56	17.42	7.56	0.02	3.38	2.03
Offsite	0.05	0.58	0.39	0.00	0.13	0.04
Total	**1.61**	**18.00**	**7.95**	**0.02**	**3.51**	**2.07**
Grading[1]						
Onsite	1.29	14.33	6.33	0.01	2.85	1.72
Offsite	0.05	0.58	0.39	0.00	0.13	0.04
Total	**1.34**	**14.91**	**6.72**	**0.01**	**2.98**	**1.76**
Building Construction and Architectural Coatings						
Onsite	13.31	15.17	14.72	0.02	0.77	0.75
Offsite	0.08	0.51	0.60	0.00	0.17	0.06
Total	**13.39**	**15.68**	**15.32**	**0.02**	**0.96**	**0.81**
Paving						
Onsite	0.98	7.74	8.86	0.01	0.42	0.38
Offsite	0.06	0.04	0.48	0.00	0.15	0.04
Total	**1.04**	**7.78**	**9.34**	**0.01**	**0.57**	**0.42**
Maximum Daily Construction Emissions	**13.39**	**18.00**	**15.32**	**0.02**	**3.51**	**2.07**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: Appendix A

Table 2 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either site preparation, grading, the combined building construction and architectural coatings, or paving phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in Localized Significance Threshold Methodology (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could

result in a significant impact to the local air quality. Table 3 shows the onsite emissions from the CalEEMod model for the different construction phases. Since it is likely that building construction and application of architectural coating activities would occur concurrently, these activities have been analyzed together in Table 3.

Table 3: Construction-Related Local Criteria Pollutant Emissions

Phase	Onsite Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Site Preparation[1]	17.42	7.56	3.38	2.03
Grading[1]	14.33	6.33	2.85	1.72
Building Construction and Architectural Coatings	15.17	14.72	0.77	0.75
Paving	7.74	8.86	0.42	0.38
Maximum Daily Construction Emissions	**17.42**	**14.72**	**3.38**	**2.03**
SCAQMD Local Construction Thresholds[2]	**81**	**485**	**4**	**3**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest offsite sensitive receptors are single-family homes located adjacent to the west side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.
Source: Appendix A

The data provided in **Error! Reference source not found.** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either grading, combined building construction and architectural coatings, or paving phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, and onsite area source emissions created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Appendix A (Section 8.1). The VOC emissions created from the proposed gas station's storage and dispensing of gasoline have been analyzed through use of the CAPCOA Gas Station Guidelines. The worst-case summer or winter VOC, NOx, CO, SO¬2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 4.

Table 4: Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	0.27	0.00	0.01	0.00	0.00	0.00
Energy Usage[2]	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources[3]	4.52	28.58	25.49	0.10	5.04	1.40
Gasoline Storage and Dispensing[4]	7.65	0.00	0.00	0.00	0.00	0.00
Total Emissions	**12.46**	**28.75**	**25.64**	**0.10**	**5.05**	**1.41**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Gasoline storage and dispensing VOC emissions rate based on 1.27 pounds of VOC per 1,000 gallons of gasoline throughput, based on a maximum throughput of 2.5 million gallons of gasoline per year.
Source: Appendix A

The data provided in Table 4 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Also, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the project's impact on the days of nonattainment per year."

Table 4 above shows that the primary source of operational air emissions would be created from mobile source emissions that would be generated throughout the Air Basin. As such, any adverse health impacts created from the proposed project should be assessed on a basin-wide level. The Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone, PM2.5, and partial non-attainment for lead. In addition, PM10 has been designated by the State as non-attainment. It should be noted that VOC and NOx are ozone precursors, as such they have been considered as non-attainment pollutants. According to the 2016 AQMP, in 2016 the total emissions of: VOC was 500 tons per year; NOx was 522 tons per year; SOx was 18 tons per year; and PM2.5 was 66 tons per year. Since the 2016 AQMP did not calculate total PM10 emissions, the total PM10 emissions were obtained from The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, for the year 2020. The project contribution to each criteria pollutant in the South Coast Air Basin is shown in Table 5.

Table 5: Project Contribution to Criteria Pollutants in the South Coast Air Basin

	Pollutant Emissions (pounds/day)					
Emissions Source	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Project Emissions[1]	12.4	28.75	25.64	0.10	5.05	1.41
Total Emissions in Air Basin[2]	1,000,000	1,044,000	4,246,000	36,000	322,000	132,000
Project's Percent of Air Emissions	**0.00124%**	**0.0028%**	**0.0006%**	**0.00028%**	**0.0016%**	**0.0011%**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] From the project's total operational emissions
[2] VOC, NOx, CO, SO_2 and PM2.5 from 2016 AQMP and PM10 from the California Almanac of Emissions and Air Quality 2013 Edition.

As shown in Table 5, the proposed project would increase criteria pollutant emissions by as much as 0.0028 percent for NOx in the South Coast Air Basin. Due to these nominal increases in the Air Basin-wide criteria pollutant emissions, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. As such, operation of the project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the proposed project. Impacts would be less than significant.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the

proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table 6 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table 6: Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources	0.00	0.01	0.00	0.00
Energy Usage	0.17	0.14	0.01	0.01
Onsite Vehicle Emissions[1]	0.70	0.63	0.12	0.03
Total Emissions	**0.87**	**0.78**	**0.13**	**0.04**
SCAQMD Local Operational Thresholds[2]	**103**	**1,000**	**1**	**1**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Onsite vehicle emissions based on 2.5 percent of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site (0.25 mile / CalEEMod default trip length of 10.16 mile = 2.5%).
[2] The nearest offsite sensitive receptors are single-family homes located adjacent to the west side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 29, Banning Airport.

The data provided in Table 6 shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant. The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial

concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the project site are single-family homes located adjacent to the west side of the project site.

Construction-Related Sensitive Receptor Impacts

The construction activities for the proposed project are anticipated to include grading of the project site, building construction and application of architectural coatings to the proposed convenience market and gas station, and paving of the proposed parking lot and driveways. Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the proposed project has been analyzed above in Appendix A (Section 10.3) and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January, 2019, 25 percent or more of all contractors' equipment fleets must be Tier 2 or

higher. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Appendix A. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

The proposed project would include a 12 fueling position gas station that is anticipated to have a maximum throughput of 2.2 million gallons of gasoline per year. The SCAQMD provides the RiskTool (V1.103) that calculates the cancer risk from gasoline stations that can be found at http://www.aqmd.gov/home/permits/risk-assessment. The RiskTool has been utilized to calculate the cancer risk at the nearest resident and the RiskTool printout is provided in Appendix C.

The RiskTool found that the proposed project would create a cancer risk of **9.258 per million persons** at the nearest homes to the west. The project-related cancer risk of 9.258 per million persons would be within the SCAQMD's threshold of 10 per million detailed above in Section 9.3. It should also be noted that this cancer risk is based on the downwind risk (east side of project site) and the nearby homes are located on the upwind side of the project site (west side of project site), as such this provides for a worst-case analysis as the cancer risk is likely much lower than the calculated 9.258 per million persons at the nearby homes. As such, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact to the nearby residents.

Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant. The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a gas station, convenience market, quick serve restaurant, and carwash. Potential sources that may emit odors during the on-going operations of the proposed project would primarily occur from odor emissions from gas dispensing activities and from the trash storage areas. Pursuant to SCAQMD Rule 461 the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor and liquid leaks and requires that the

equipment be maintained at proper working order, which will minimize odor impacts occurring from the gasoline and diesel dispensing facilities. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Through compliance with SCAQMD's Rule 461 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Air Quality: Mitigation Measures

None.

Air Quality: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to air quality. No mitigation measures are required.

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

Biological Resources: Sources

The following source was used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- Hernandez Environmental Services, *General Biological Assessment and Western Riverside County MSHCP Consistency*. May 2020 (Appendix B).

Biological Resources: Environmental Evaluation

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than significant impact with mitigation. The proposed project is expected to impact the entire 1.33-acre project site, that includes 1.0 acre of disturbed habitat and 0.33 acre of ornamental trees.

Sensitive Species

The project site does not contain suitable habitat for any of the sensitive species that according to California Natural Diversity Database (CNDDB) have the potential to occur on or in the vicinity of the project site. The project site is a flat lot with mostly disturbed habitat that is surrounded by busy roadways and residential homes. The project site is not located within any Western Riverside County MCHCP defined areas requiring surveys for amphibians, mammals, narrow endemic plant species, criteria area plant species, or burrowing owl (Athene cunicularia). The project site does not contain habitat that may be considered riparian/riverine areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. The site does not contain evidence of persistent wetness, hydrophytic vegetation, or soils typical of vernal pools and that would be suitable for large branchiopods. Therefore, no impacts to sensitive species are expected to occur.

Nesting Birds

Migratory non-game native bird species are protected under the federal Migratory Bird Treaty Act. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests. The 0.33 acres of ornamental trees can be used by nesting song birds or raptors during the nesting bird season of February 1 to September 15. Potential impacts to nesting birds may occur if ground disturbing activities or vegetation removal occur during the bird nesting season. The Biological Resources Study recommend the following mitigation measure:

MM BIO1 Project ground disturbing and vegetation clearing activities should occur outside of the bird nesting season of February 1 through September 15. If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season:

- A qualified biologist shall conduct pre-construction nesting bird surveys during the nesting bird season within 3 days prior to vegetation removal and/or construction activities; and,

- If active nests are found during nesting bird surveys, they will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, shall be installed around the nests. The buffers must remain in place until the young have fledged and the nest becomes unoccupied.

Implementation of **MM BIO-1** will ensure that potential impacts to nesting birds are less than significant. Therefore, potential project impacts to nesting birds would be less than significant with inclusion of **MM BIO-1**.

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

No impact. According to the USFWS—National Wetlands Mapper, no known riparian habitat or other locally or regionally designated sensitive natural communities exist on or adjacent to the project site. As a result, no natural ecological communities are found on-site or in the surrounding area and no impact would occur. Additionally, the biological survey conducted for the Project confirmed that the project site does not contain habitat that may be considered riparian/riverine areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. The project site is not located within or adjacent to any designated federal critical habitats. No impact to critical habitat would occur.

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

Less than significant impact. Implementation and operation of the proposed project would not affect wetlands habitat that may exist upstream or downstream of the proposal. A man-made 48-inch storm drain intake structure, which captures nuisance flows from the Interstate-10 Freeway and the adjacent hillside irrigation, is located on the eastern site boundary. An erosional feature cut by these nuisance flows is located within the southeastern portion of the site. The onsite erosional feature is not connected to a natural stream, nor does it divert natural flow from any river, stream or lake. Since the source of the water for this erosional feature is nuisance flow from the Interstate-10 Freeway and the adjacent hillside irrigation and the feature is not part of a natural stream, river, or lake, this feature is not considered jurisdictional under the CDFW Lake and Streambed Alteration Program. The program states: "An entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake…". Therefore, the erosional feature on the project site is not a "natural flow" of a stream, river, or lake, and would not be considered jurisdictional by CDFW. Further, the project site does not contain any riparian or riverine features.

In addition, the onsite erosional feature would not be considered Waters of the United States regulated by the United States Army Corps of Engineers (USACE). The USACE regulates "discharge of dredged or fill material" into wetlands and waters of the United States, which includes tidal waters, interstate waters, and "all other waters, interstate lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce or which are tributaries to waters subject to the ebb and flow of the tide" (33 C.F.R. 328.3(a)), pursuant to provisions of Section 404 of the Clean Water Act (CWA). The onsite erosional feature lacks a significant nexus, therefore, USACE and RWQCB would not have jurisdiction over the

feature pursuant to Section 401 and 404 of the CWA. Because the erosional feature is not a natural flow and lacks a significant nexus it is considered a storm water feature. Impacts to the storm water feature will be regulated by the National Pollutant Discharge Elimination System (NPDES) storm water program.

In accordance with Porter-Cologne (Water Code, § 13000 et seq.), the Water Boards are authorized to regulate discharges of waste, which includes discharges of dredged or fill material, that may affect the quality of waters of the state. The Water Code defines waters of the state broadly to include "any surface water or groundwater, including saline waters, within the boundaries of the state." The erosional feature on site would be considered Waters of the State, jurisdictional to RWQCB, under the Porter-Cologne Water Quality Control Act. However, waste discharge requirements (WDR) under Porter-Cologne are not issued for discharges of dredged or fill material to waters of the state that "discharge into a community sewer system". The erosional feature on site leads to a man-made storm water intake feature and would not be subject to WDR under Porter-Cologne. Impacts to the storm water feature will be regulated by the NPDES storm water program.

Therefore, the proposed project would have less than significant impacts to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and no mitigation measures are required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less than significant with mitigation. Wildlife movement corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbances. The project site was evaluated for its function as a wildlife corridor that species would use to move between wildlife habitat zones. Usually, mountain canyons or riparian corridors are used by wildlife as corridors; the project site is flat and does not contain these features. Since the project site is mostly disturbed habitat and surrounded by human activity no wildlife movement corridors were found to be present on the project site.

Potential impacts to nesting birds may occur if ground disturbing activities or vegetation removal occur during the bird nesting season. Implementation of **MM BIO-1** will ensure that potential impacts to nesting birds are less than significant.

Therefore, potential project impacts to nesting birds would be less than significant with inclusion of **MM BIO-1**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No impact. Any project activities that have the potential to impact onsite trees will require a survey of oak and native trees to comply with Riverside County Ordinance 559. No oak or native trees are located on the project site. The project site is considered to be within the parameters of development

considered by the General Plan, and associated EIR. The proposed project would not conflict with any local policies or ordinances protecting or preserving biological resources and there would be no impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No impact. As mentioned above in Impact 4e, the proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in an urban area. The project is within the Western Riverside MSHCP. If Western Riverside MSHCP guidelines and requirements are followed, no conflicts are expected. As such, there would be no impacts from the proposed project.

Biological Resources: Mitigation Measures

MM BIO1 Project ground disturbing and vegetation clearing activities should occur outside of the bird nesting season of February 1 through September 15. If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season:

- A qualified biologist shall conduct pre-construction nesting bird surveys during the nesting bird season within 3 days prior to vegetation removal and/or construction activities; and,

- If active nests are found during nesting bird surveys, they will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, shall be installed around the nests. The buffers must remain in place until the young have fledged and the nest becomes unoccupied.

Biological Resources: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to biology and biological resources with the incorporation of Mitigation Measures **MM BIO-1.**

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Cultural Resources: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
- BRC Consulting LLC, *Cultural Resource Assessment, Beaumont Service Station Project, City of Beaumont, Riverside County, California*, May 23, 2019 (Appendix C).
- Chambers Group, *Pennsylvania Street Commercial Project Tribal Consultation Summary,* September 29,2020 (Appendix J)

Cultural Resources: Environmental Evaluation

Historical Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

No Impact. CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources (CRHR) or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register and which recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the National Register, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture, archaeology, engineering, or culture.[1] In addition, unless the property possesses exceptional significance, it must be at least 45 years old to be eligible.

BCR Consulting LLC (BCR Consulting) conducted a Cultural Resources Assessment of the Beaumont Service Station Project (Appendix C: *Cultural Resources Supporting Information*). The assessment was performed pursuant to the California Environmental Quality Act (CEQA). The assessment included a cultural resources records search; pedestrian field survey; Sacred Lands File search with the Native American Heritage Commission (NAHC); and, paleontological overview of the project site.

The records search revealed that 30 cultural resource studies have taken place resulting in the recording of 10 cultural resources within one (1) mile of the project site. Of the 30 previous studies, none has assessed the project site and no cultural resources have been previously recorded within its boundaries. BCR Consulting archaeologists did not discover any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) within the project site boundaries during the field survey. BCR Consulting recommended a finding of no impact to historical resources based on these results.

Therefore, no potential project impacts related to creating a substantial adverse change in the significance of a historical resource would occur and no mitigation measures are required.

Archaeological Resources

Would the project:

[1] Guidelines for Completing National Register Forms, National Register Bulletin 16. 1986. U.S. Department of the Interior, National Park Service. September 30.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant impact with mitigation incorporated. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

The project site has not been the subject of any previous cultural resource studies. The project site has not indicated sensitivity for cultural resources within the site boundaries. Prehistoric or historic cultural materials may be encountered during ground-disturbing activities. Ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials the work in the immediate vicinity of the find should cease. A qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. The Cultural Resources Study recommend the following mitigation measures:

MM CUL-1 Prior to the issuance of any demolition or grading permit, the Project Applicant shall demonstrate to the satisfaction of the City Community Development Department that a program related to potential archaeological resources uncovered during grading on-site has been established, the program shall include that:

1. The Project Applicant shall halt work in the immediate area of the find;
2. The Project Applicant shall inform the City Community Development Department of the find;
3. The Project Applicant shall retain a qualified professional archaeologist approved by the City to examine the material to determine whether it is a “unique cultural resource” as defined in Section 21083.2 (g) of the CEQA statutes;
4. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist;
5. The Project Applicant shall stop work in the immediate location of the find until information recovery has been completed and a report has been filed with the City; the SCIC in Riverside; and, appropriate Native American representatives;
6. The Project Applicant may continue outside the area of the find; and,
7. The City Community Development Department shall ensure compliance.

MM CUL-2 Prior to the issuance of any demolition or grading permit, the Project Applicant shall demonstrate to the satisfaction of the City Community Development Department that a program related to any human remains that might be encountered during ground-disturbing activities on-site has been established, the program shall include:

1. The Project Applicant shall halt work in the immediate area of the find;
2. The Project Applicant shall contact the Riverside County Coroner, City Community Development Department, and Sherriff's Department;
3. The Project Applicant shall be responsible for ensuring that the NAHC and the appropriate Native American representatives are contacted and that the NAHC contacts the most appropriate Most Likely Descendant (MLD) as maybe directed by either the Riverside County Coroner, City Community Development Department, or Sherriff's Department; and,
4. The City Community Development Department shall direct the treatment of the remains pursuant to Coroner and MLD recommendations.

Therefore, potential project impacts to any previously undiscovered archaeological resources would be less than significant with inclusion of **MM CUL-1 and MM CUL-2**.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact with mitigation incorporated. Archaeological resources may occur on the project site. There would be a possibility that human remains are interred underneath the project site. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98 should human remains be encountered during construction. The County Coroner must be notified of the find immediately. The coroner will notify the Native American Heritage Commission (NAHC) if the remains are determined to be prehistoric. NAHC will determine and notify a Most Likely Descendant (MLD). The MLD may inspect the location of the discovery with the permission of the property owner. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Therefore, potential project impacts regarding inadvertent discovery of human remains would be less than significant with inclusion of **MM CUL-2**.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

No impact. The Native American Heritage Commission Cultural and Environmental Department (NAHC) was contacted to determine whether any sacred sites are listed on its Sacred Lands File (SLF) for the project site. The response from the NAHC was received on May 15, 2019. The response from NAHC indicated that the search of the Sacred Lands File was negative for cultural resources.

Therefore, related to historical resources as defined in Public Resources Code Section 5020.1 (K) no impacts would occur and no mitigation is required.

e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant Impact. Findings were negative during the Sacred Lands File search with the Native American Heritage Commission Cultural and Environmental Department (NAHC). The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB 52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Proposed Project.

The City of Beaumont submitted AB 52 notification letters to 24 Native American tribal governments or designated tribal representatives via certified mail. Of the 24 tribes or tribal representatives the City received four (4) responses. These four (4) responses are summarized below on Table 7:

Table 7: AB 52 Letters

Tribe or Tribal Representatives	Summary	Response
Agua Caliente Band of Cahuilla Indians (March 27, 2020)	The Tribe stated that the project area is not located within the boundaries of the ACBCI Reservation but is within the Tribe's Traditional Use Area. The Tribe requested a copy of the records search and associated reports and site records from the information center, a cultural resources inventory by a qualified archaeologist, copies of any cultural resource	Chambers Group provided a copy of the Cultural Resources Report and requested the Tribe's availability to schedule consultation with the City. No additional request or response was received.

Tribe or Tribal Representatives	Summary	Response
	documentation, and requested an Agua Caliente Native American Cultural Resource Monitor(s) be present during any ground disturbing activities (including archaeological testing and surveys).	
Rincon Band of Luiseño Indians (March 9, 2020	The Tribe stated that the project area is not within the Luiseño Aboriginal Territory.	No additional request or response was received.
San Pasqual Band of Mission Indians (March 19, 2020)	The Tribe stated that the project area is not within the boundaries of the recognized San Pasqual Indian Reservation and is beyond the territory that the Tribe considers as a Traditional Use Area (TUA).	No additional request or response was received.
Morongo Band of Mission Indians (March 13, 2020)	The Tribe stated that the project is within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. The Tribe requested a copy of the record search from the appropriate California Historical Resources Information System (CHRIS) center, and requested participation during survey and testing if the fieldwork has not taken place. If the fieldwork has been completed, the Tribe requests a copy of a Phase I study or other cultural assessments. Chambers Group provided a copy of the Cultural Resources Report and requested the Tribe's availability to schedule consultation with the City.	No additional request or response was received.
Agua Caliente Band of Cahuilla Indians (February 2022 email)	The Tribe stated that since the changes to the IS/MND are minor and do not involve cultural resources, we have no additional comments at this time.	No additional action needed.

Source: Chambers Group September 29, 2020 (Appendix J)

Pursuant to PRC 21080.3.1(d), each tribal government or representative was given 30 days upon receipt of the AB 52 notification letter to provide a request for consultation on the Project. Four of the 24 tribal representatives responded to the initial notification letter, with two requesting consultation and additional reports. No additional responses or requests were received. The City of Beaumont, as lead agency, has fulfilled its obligations under AB 52 to engage in tribal consultation with all other tribal governments.

Therefore, related to resources defined as significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, in applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, less than significant impacts would occur and no mitigation is required.

Cultural Resources: Mitigation Measures

MM CUL-1 Prior to the issuance of any demolition or grading permit, the Project Applicant shall demonstrate to the satisfaction of the City Community Development Department that a program related to potential archaeological resources uncovered during grading on-site has been established, the program shall include that:

1. The Project Applicant shall halt work in the immediate area of the find;
2. The Project Applicant shall inform the City Community Development Department of the find;
3. The Project Applicant shall retain a qualified professional archaeologist approved by the City to examine the material to determine whether it is a "unique cultural resource" as defined in Section 21083.2 (g) of the CEQA statutes;
4. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist;
5. The Project Applicant shall stop work in the immediate location of the find until information recovery has been completed and a report has been filed with the City; the SCIC in Riverside; and, appropriate Native American representatives;
6. The Project Applicant may continue outside the area of the find; and,
7. The City Community Development Department shall ensure compliance.

MM CUL-2 Prior to the issuance of any demolition or grading permit, the Project Applicant shall demonstrate to the satisfaction of the City Community Development Department that a program related to any human remains that might be encountered during ground-disturbing activities on-site has been established, the program shall include:

1. The Project Applicant shall halt work in the immediate area of the find;
2. The Project Applicant shall contact the Riverside County Coroner, City Community Development Department, and Sherriff's Department;
3. The Project Applicant shall be responsible for ensuring that the NAHC and the appropriate Native American representatives are contacted and that the NAHC contacts the most appropriate Most Likely Descendant (MLD) as maybe directed by either the Riverside County Coroner, City Community Development Department, or Sherriff's Department; and,
4. The City Community Development Department shall direct the treatment of the remains pursuant to Coroner and MLD recommendations.

Cultural Resources: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to cultural resources with the incorporation of Mitigation Measures **MM CUL-1** and **MM CUL-2**.

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

Energy: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- California Energy Commission. Gasoline Data, Facts, and Statistics. https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/. (May 20, 2020)
- California Energy Commission. Tracking Progress. http://www.ecdms.energy.ca.gov/gasbycounty.aspx (May 20, 2020).
- California Energy Commission. Tracking Progress. http://www.ecdms.energy.ca.gov/elecbyutil.aspx (May 20, 2020).
- California Energy Commission. Diesel Fuel Data, Facts, and Statistics. https://ww2.energy.ca.gov/almanac/transportation_data/diesel.html/. (May 20, 2020).
- Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, City of Beaumont,* May 20, 2020(Appendix A).

Energy: Environmental Evaluation

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on

avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2018, Southern California Edison, which provides electricity to the project vicinity provided 85,276 Gigawatt-hours per year of electricity [2].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2018, Riverside County consumed 398.54 Million Therms of natural gas[3].

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. Accordingly, petroleum-based fuel consumption in California has declined. In 2015, 15.1 billion gallons of gasoline was sold in the State[4]. Diesel represents 17 percent of total fuel sales behind gasoline and in 2015, 4.2 billion gallons of diesel was sold in California[5].

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the

[2] Obtained from: http://www.ecdms.energy.ca.gov/elecbyutil.aspx
[3] Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx
[4] Obtained from: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/
[5] Obtained from: https://ww2.energy.ca.gov/almanac/transportation_data/diesel.html

proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);

2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the project site by Southern California Edison (SCE) and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

There are currently power poles running along the east side of the project site that will be required to be placed underground as part of this project. Other than this, only nominal improvements would be required to SCE distribution lines and equipment with development of the proposed project. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site is currently developed that currently has natural gas service to the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions, which found that the off-road equipment utilized during construction of the proposed Project would consume 20,499 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions, which found that the on-road trips generated from construction of the proposed Project would consume 2,409 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed Project would result in the consumption of 22,909 gallons of petroleum fuel. This equates to 0.00012 percent of the gasoline and diesel consumed in the State annually. As such, the construction-related petroleum use would be nominal, when compared to current petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the proposed project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, gas pumps, carwash equipment, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. The proposed project would consume 192,565 kilowatt-hours per year of electricity. This equates to 0.0002 percent of the electricity consumed annually by Southern California Edison. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the region.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed buildings, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into all of the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. The proposed project would consume 639 MBTU per year of natural gas. This equates to 0.0016 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Therefore, potential impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. The proposed project would consume 126,592 gallons of petroleum fuel per year from vehicle travel. This equates to 0.00048 percent of the gasoline and diesel consumed in the State annually. As such, the operations-related petroleum use would be nominal, when compared to current petroleum usage rates.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require the proposed project to provide two parking spaces with electric vehicle charging stations. In addition, the proposed project would include development of a new bus stop on the project site for the City's fixed route system. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy through the promotion of the use of clean air vehicles, including electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the Climate Action Plan for the Building Energy Sector City of Beaumont, California (Energy CAP), prepared by AECOM, 2014. The proposed project's consistency with the applicable energy-related policies in the General Plan are shown in Table 8.

As shown in Table 8, the proposed project would be consistent with all applicable energy-related policies from the Energy CAP. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Table 8: Proposed Project Compliance with City Energy CAP Policies

Energy CAP Policy	Proposed Project Implementation Actions
BE-1 Enhance outreach efforts to increase participation rates in existing programs that provide third-party rebates, technical assistance, and financing options for Energy Measures (EMs).	**Not Applicable.** The policy is only applicable to the City, SCE, and SoCal Gas for providing outreach efforts about EMs programs.
BE-2 Establish or participate in a Property Assessed Clean Energy (PACE) financing program to assist property owners in accessing the upfront capital needed to implement higher cost EMs	**Not Applicable.** The policy is only applicable for the City to set up PACE programs.
BE-3 Adopt a mandatory energy performance labeling as a means of increasing demand for high performing homes/buildings	**Not Applicable.** The policy is only applicable to the City, SCE, and SoCal Gas for providing energy performance labelling.

Source: AECOM, 2014.

Energy: Mitigation Measures

None.

Energy: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to energy. No mitigation measures are required.

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

Geology: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- California Department of Conservation. Fault Activity Map of California (2010). http://maps.conservation.ca.gov/cgs/fam/. (11/30/19).
- BRC Consulting LLC, *Cultural Resource Assessment, Beaumont Service Station Project, City of Beaumont, Riverside County, California*, May 23, 2019 (Appendix C).
- City of Beaumont, *General Plan Update Environmental Impact Report*, Certified in October 2020.
- Global Geo-Engineering, *Infiltration Rate,* September 11, 2018 (Appendix D).

Geology: Environmental Evaluation

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Less than significant impact with mitigation. According to the City's General Plan EIR, the project site is not located within an Alquist-Priolo Fault Zone. The nearest fault is unnamed and part of the Beaumont Plain Fault Zone which is approximately 1 mile to the west. The project site is located in a region of generally high seismicity, as is the case for all of Southern California. .

Like all of Southern California, the project site could be subject to strong ground shaking resulting from large earthquakes. The California Building Code (CBC; California Code of Regulations, Title 24) establishes engineering standards appropriate for the seismic zone in which development may occur. The site-specific geotechnical recommendations provide seismic design parameters that were developed based on the CBC and will be used by the project engineer to design the construction of the proposed buildings. Adherence to these existing Uniform Building Code (UBC) and CBC standards would ensure potential ground-shaking impacts are reduced to a less than significant level. The Infiltration Study recommend the following mitigation measure:

MM GEO-1 Prior to the issuance of the grading permits, the developer shall provide evidence to the City for review and approval that the location and design of all proposed buildings and facilities incorporate the recommendations identified in a project-specific

geotechnical study. This measure shall be implemented to the satisfaction of the City Engineer. Geology: Level of Significance after Mitigation Measures

MM GEO-1 is required to ensure adherence with recommendations detailed in a project-specific geotechnical study.

Liquefaction occurs in areas where groundwater exists within 30 to 50 feet of the ground surface and poorly consolidated, cohesion-less soils are present. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping. According to the City's General Plan, groundwater is expected to be 75 to 80 feet below the ground surface, and liquefaction hazards are resultantly low to moderate. Therefore, the project site is not particularly susceptible to liquefaction, and standard construction practices would address the stability of on-site soils.

The project site and surrounding area are characterized by flat to gently sloping topography. No steep slopes are located in the project vicinity that could result in landslides. Impacts are less than significant with **MM GEO-1** provided.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The project site lies in an urbanized area of the City. The project site is located on Pennsylvania Avenue and is approximately 250 feet south of the intersection of Pennsylvania Avenue and 6th Street. The approximately 1.33-acre site is flat and currently is vacant. The project site is bounded by vacant land to the north; residential dwellings to the west; Pennsylvania Avenue and vacant land to the east; and, the Christopher Columbus Transcontinental Highway (Interstate 10) to the south.

The proposed project would disturb the ground surface area of the project site (+/-) 1.33 acres. Project grading is presently anticipated to be balanced on-site.

The proposed project would disturb one (1) or more acres of land are required to obtain the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), issued by the State Water Resources Control Board (State Water Board). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the project would implement to control erosion and prevent the conveyance of sediments off-site. Implementation of the conditions of the Construction General Permit would reduce erosion impacts resulting from project construction to less than significant. Once construction work is completed, the impervious surfaces and landscaping would minimize potential erosion and topsoil loss risks. Therefore, potential impacts related to soil erosion and loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than significant impact with mitigation incorporated. Impact 7a demonstrates that with **MM GEO-1**, impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be reduced to less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No impact. Expansive soils have a large of amount of clay particles, which causes them to swell in volume when they absorb water, and shrink when they dry. This fluctuation in volume causes stress on buildings and other loads placed on expansive soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil.

Global Geo-Engineering, *Infiltration Rate,* September 11, 2018 (Appendix D) indicates that surface soils at the site are predominantly of sandy loam texture, with moderate to moderately-sized particles of mixed mineralogy. Surface soils are underlain by sandy alluvial deposits. The mineralogy and particle size distribution of the soils at the site does not match the characteristics of expansive soils. Therefore, the proposed project is not located on an expansive soil and there is no impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The proposed project will connect to an existing sewer system for the disposal of waste water from the project site. Therefore, the proposed project would not require the construction or expansion of septic tanks or wastewater treatment facilities. No significant impact would occur, and no mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features that presently exist within the project site. The following evaluation is based on the BRC Consulting LLC, *Cultural Resource Assessment, Beaumont Service Station Project, City of Beaumont, Riverside County, California*, May 23, 2019 (Appendix C).

BRC Consulting directed the preparation of a review of the paleontological resources for the Vertebrate Paleontology Records Search for the project site. This review included a check of paleontology collection records for the locality and specimen data for the project site. No vertebrate fossil localities were found to lie directly within project site. A locality somewhat nearby occurred in sedimentary deposits similar to those that may occur at depth at the project site.

The proposed project would require excavation for foundation work. The project site has not been subjected to any previous studies; therefore, the resource sensitivity is unknown. Surface deposits in the project site area consist of older Quaternary Alluvium, derived as alluvial fan deposits from the San Bernardino Mountains to the north. These deposits usually do not contain significant fossil vertebrates in the uppermost layers in this vicinity, but at relatively shallow depth there may be older Quaternary deposits with finer-grained pockets. The closest vertebrate fossil locality from older Quaternary deposits is LACM 4540, situated west- southwest of the project site along Jackrabbit rail near the east side of the San Jacinto Valley that produced a specimen of fossil horse, *Equus*.

Shallow excavations in the older Quaternary alluvial fan deposits exposed throughout the project site are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in those Quaternary deposits, however, may encounter significant vertebrate fossils similar to those found at the Rancho La Brea asphalt deposits in Los Angeles. Any substantial excavations on the project site, therefore, should be monitored closely to detect and professionally collect any fossils uncovered without impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential. Any fossils discovered should be deposited in a permanent and accredited scientific institution for the benefit of current and future generations.

The records search covered the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It was not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

The potential to unearth previously undiscovered paleontological resources exists. Therefore, with the implementation of **MM CUL-1, CUL-2, and MM GEO-1**, potential impacts to any previously undiscovered paleontological resources would be less than significant.

Geology: Mitigation Measures

MM GEO-1 Prior to the issuance of the grading permits, the developer shall provide evidence to the City for review and approval that the location and design of all proposed buildings and facilities incorporate the recommendations identified in a project-specific geotechnical study. This measure shall be implemented to the satisfaction of the City Engineer. Geology: Level of Significance after Mitigation Measures

Geology: Level of Significance after Mitigation Measures

The proposed project will have less than significant impacts directly, indirectly, or cumulatively related to geology with the inclusion of **MM CUL-1, CUL-2, and MM GEO-1**.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
8. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Greenhouse Gas Emissions: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, City of Beaumont,* May 20, 2020 (Appendix A).

Greenhouse Gas Emissions: Environmental Evaluation

Would the project:

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

Less than significant. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of development of a convenience market and gas station. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters. A summary of the results is shown below in Table 9.

The data provided in Table 9 indicates that the proposed project would create 1,661.14 $MTCO_2e$ per year. According to the SCAQMD draft threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 $MTCO_2e$ per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Potential impacts would be less than significant.

Table 9: Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	0.00	0.00	0.00	0.00
Energy Usage[2]	95.44	0.00	0.00	95.87
Mobile Sources[3]	1,522.71	0.15	0.00	1,526.54
Solid Waste[4]	9.46	0.56	0.00	23.43
Water and Wastewater[5]	6.80	0.04	0.00	8.04
Construction[6]	7.23	0.00	0.00	7.26
Total GHG Emissions	1,641.64	0.75	0.00	**1,661.14**
SCAQMD Draft Threshold of Significance				**3,000**
Exceed Thresholds?				**No**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: Appendix A.

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

Less than significant.

Consistency with City's Climate Action Plan

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the proposed project is *Sustainable Beaumont* (GHG Reduction Plan) that provides GHG emissions reduction goals of 15 percent below 2005 GHG emissions levels by 2020 and 41.7 percent below 2012 levels by the year 2030. The GHG Reduction Plan provides several measures that are applicable to new development projects in the City that when instituted will help the City achieve the GHG emissions reductions targets detailed in the GHG Reduction Plan. The proposed project's consistency with the applicable GHG emissions-related policies in the GHG Reduction Plan are shown in Table 10.

As shown in Table 10, the proposed project would be consistent with all applicable GHG reduction policies from Sustainable Beaumont. Therefore, the proposed project would not conflict with the applicable plan adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Table 10: Proposed Project Consistency with Sustainable Beaumont

Energy CAP Policy	Proposed Project Implementation Actions
Goal 4: Increase energy efficiency in new commercial development.	**Consistent.** The proposed structures will be required to meet the 2019 Title 24 Part 6 that go into effect on January 1, 2020 and will reduce energy usage in nonresidential building by about 30 percent over the previous 2016 standards.
Policy 4.1: Encourage or require energy efficiency standards exceeding State requirements	**Consistent.** As detailed above the project will be required to meet the 2019 Title 24 Part 6 building energy efficiency standards, which exceeds the applicable State requirements at the time of preparation of Sustainable Beaumont.
Goal 5: Increase energy efficiency through water efficiency	**Consistent.** The proposed project will be required to meet the 2019 Title 24 Part 11 (CalGreen) nonresidential mandatory requirements that include use of low flow plumbing fixtures and water-efficient landscaping.
Goal 6: Decrease energy demand through reducing urban heat island effect	**Consistent.** The proposed project will be required to meet the CalGreen nonresidential mandatory requirements that include installation of "Cool Roofs" that consist of roofing material that has a high Solar Reflectance Index (SRI)
Policy 6.1: Tree planting for shading and energy efficiency	**Consistent.** The proposed project will comply with the City's tree planting requirements.
Policy 6.2: Light-reflecting surfaces for energy efficiency	**Consistent.** As detailed above, the proposed project will be required to install Cool Roofs on the proposed structures.
Goal 7: Decrease greenhouse gas emissions through reducing vehicle miles traveled	**Consistent.** The proposed project will include the installation of onsite pedestrian walkways that include installation of a sidewalk on the portion of the project site that is adjacent to Pennsylvania Avenue. The proposed project will also install bike parking spaces in close proximity to the convenience store with quick serve restaurant.
Goal 8: Decrease greenhouse gas emissions through reducing solid waste generation	**Consistent.** The proposed project will be required to meet the CalGreen nonresidential mandatory requirements that require a minimum of 65 percent of construction waste to be re-used or recycled. The project will also utilize the recycling services provided by the waste management company that will service the project.
Goal 9: Decrease greenhouse gas emissions through increasing clean energy use	**Consistent.** The proposed project will be required to meet the CalGreen nonresidential mandatory requirements that require installation of a minimum of two electric vehicle charging stations at the proposed project.
Goal 10: Decrease GHG emissions of new development through application of CEQA Screening Tables	**Not applicable.** The City has not yet released the Screening Tables, so it is not possible to meet this goal at this time.
Policy 10.1: Energy efficiency and renewable energy in new development	**Consistent.** As detailed above the proposed project will be required to meet the most current Title 24 Part 6 and CalGreen energy efficiency standards that also promotes the use of renewable energy through requiring installation of electric vehicle charging stations.
Policy 10.2: Encourage solid waste reduction in new development	**Consistent.** The proposed project will be required to meet the CalGreen nonresidential mandatory requirements that

Energy CAP Policy	Proposed Project Implementation Actions
	require a minimum of 65 percent of construction waste to be re-used or recycled. The project will also utilize the recycling services provided by the waste management company that will service the project.
Policy 10.3: Encourage VMT reduction in new development	**Consistent.** The proposed project will include the installation of onsite pedestrian walkways that include installation of a sidewalk on the portion of the project site that is adjacent to Pennsylvania Avenue. The proposed project will also install bike parking spaces in close proximity to the convenience store with quick serve restaurant.

Source: City of Beaumont, 2015.

Greenhouse Gas Emissions: Mitigation Measures

None.

Greenhouse Gas Emissions: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to greenhouse gas emissions. No mitigation measures are required.

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

Hazards and Hazardous Materials: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- California Department of Forestry and Fire Protection (CDFFP), \ *Fire Hazard Severity Zone Map*, 2019, (fire.ca.gov).
- CDR Group, *Phase I Environmental Site Assessment (ESA)*, May 9, 2019 (Appendix E).

- Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, City of Beaumont,* May 20, 2020 (Appendix A).

Hazards and Hazardous Materials: Environmental Evaluation

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. The proposed project consists of the approvals necessary to remove all existing vegetation on the project site to develop a service station with quick serve restaurant, C-store, and carwash center. The project site is undeveloped with the exception of a small area of asphalt pavement in the northeast portion. No structures exist on the site.

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the project by CDR Group, May 9, 2019. The subject property is currently undeveloped, covered in tall weeds and grasses. There are no structures on the subject property or other improvements. The northern, southern, and eastern boundaries are bordered by a chain-link fence.

The earliest historical resource obtained during this assessment was a topographic map dated 1954 which depicted the subject property and adjacent properties to the west and north as shaded for urban development. The aerial photograph from 1966, depicts the subject property undeveloped and surrounding area appears to be undeveloped and residential, with the interstate to the south. Thus, it is assumed that prior to 1966 the subject property would have been undeveloped if not residential. Therefore, this data failure is not expected to significantly alter the Findings of the Phase I ESA.

The immediately surrounding properties consist of vacant land to the north and commercial to northwest; single-family residences to the west; highway to the south; vacant land to the east across Pennsylvania Avenue, followed by a small car wash to the northeast.

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or, under conditions that pose a material threat of a future release to the environment. The following was identified during the course of the Phase I ESA: CDR did not identify any recognized environmental conditions during the course of this assessment.

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the

course of the Phase I ESA: CDR did not identify any controlled recognized environmental conditions during the course of this assessment.

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of the Phase I ESA: CDR did not identify any historical recognized environmental conditions during the course of this assessment.

An environmental issue refers to environmental concerns identified by CDR, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of the Phase I ESA: CDR did not identify any environmental issues during the course of this assessment.

The proposed project uses would not use or handle significant quantities of hazardous materials. No evidence of any recognized environmental conditions at the project site was identified during preparation of the Phase I ESA for the project site.

Potentially hazardous materials such as fuel, asphalt, paint products, lubricants, solvents, etc. may be used on site during construction of the proposed project. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted in accordance with all applicable local, State, and federal laws. Compliance with all applicable laws and regulations regarding the transport, storage, use, or disposal of these materials would reduce any potential impact to a less than significant level.

The proposed project includes the construction of commercial uses that may require the transport, use, or on-site storage of hazardous materials. The use of such materials at a commercial establishment is governed by existing local, State, and federal requirements. It is reasonable to conclude that operation of any commercial use using such materials will be conditioned and appropriately permitted pursuant to the existing regulations. The operation of commercial facilities would occur pursuant to applicable hazardous material regulations.

Therefore, no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additionally, no a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No impact would occur. No mitigation measures are required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The project site is not located within 0.25-mile of an existing or proposed school. The nearest existing school to the project site is Anna Hause Elementary School, located at 1015 Carnation Lane, approximately 0.5 miles northwest of the project site. No existing or proposed schools are located within a quarter mile of the project site. In the absence of an existing or proposed school within a quarter mile of the project site. No impact would occur. No mitigation measures are required.

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

Less than significant impact. A project-specific Phase I ESA was conducted and included a hazardous materials records review of the project site to help identify known environmental conditions at the site and/or adjacent and nearby properties which may have impacted the project site. The hazardous materials records review included an environmental database review of the federal and State environmental records specified by the American Society of Testing and Materials (ASTM) E 1527-13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," pursuant to the Code of Federal Regulations, Title 40, Section 312 (40 CFR 312). The hazardous materials records review revealed the project site is not listed in any of the database records pursuant to ASTM E 1527-13. However, the following site with reported release of hazardous substances was located within a ¼ mile radius of the project site:

> The property, identified as the former James P. Healy (Edwin Bujes), was located adjacent to the northwest of the subject property at 1151 6th Street, approximately 170 feet. According to the ERS Radius Map Report and records on file with the RCEHD (Riverside County Department of Environmental Health), an unknown quantity of USTs (Underground Storage Tanks) were removed sometime prior to 1988, nor were the apparent remedial activities performed reported to the RCHED. On August 27, 1988, the RCHED responded to a complaint of hazardous materials left at the property. The RCHED determined that the soil generated from the soil borings were from the subsurface investigation previously conducted. Analysis of the soil revealed gasoline concentrations. A Cleanup and Abatement order was issued and several assessments were conducted including the spreading and aerating the soil, vapor extraction, and returning the remediated soil to the former excavated area. The RCEHD issued a closure letter dated February 1, 1996 for the former USTs, indicating no additional assessment was warranted. Based on the removal of USTs, lack of a release to groundwater, and the regulatory closure, this listing is not expected to represent a significant environmental concern.

There is one (1) RCRA site adjacent to the project site. The adjacent site is identified as AutoZone at 1151 East 6th Street (AutoZone). The AutoZone site is located adjacent to the northwest of the project site. According to the ERS Radius Map Report, no violations were noted. The AutoZone site is not listed on any of the regulatory databases that report spills, releases or violations. Based on the absence of reported violations, spills and releases, the listing for The AutoZone site is not expected to represent a significant environmental concern and it is unlikely that a regulatory file review for The AutoZone site would alter the findings of the Phase I ESA.

The remaining sites within the specified search radius of the project site which appeared on local, State, or Federally published lists of sites that have had releases of hazardous substances have been granted regulatory closure, and/or were determined in the Phase I ESA to be of sufficient distance and/or situated hydraulically cross- or down-gradient such that impact to the project site is unlikely. Vapor migration is not expected to represent a significant environmental concern.

Therefore, the proposed project would not create a significant hazard to the public or the environment based on the information provided in the Phase I ESA, including the hazardous materials records review and environmental database report pursuant to ASTM E 1527-13. A less than significant impact would occur. No mitigation measures are required.

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

No impact. The project site is located approximately five miles west of the Banning Municipal Airport. The project site is neither within an airport land use plan, nor is it located within two miles of a public airport or public use airport. Therefore, the proposed project would not result in a substantial safety hazard or excess noise for people residing or working at the project site. No impact would occur. No mitigation measures are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant. The City of Beaumont currently maintains a Multi-Hazard Functional Plan that outlines responsibilities and procedures the City will follow in the event of an emergency or Citywide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The Wastewater Treatment Plan (WWTP) also maintains a plan for various on-site emergency scenarios. The proposed activities at the WWTP will not interfere with an adopted emergency response or evacuation plan. The Plant will continue to provide the current level of service during construction. A less than significant impact would occur. No mitigation measures are required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No impact. The project site is not located within a Very High Fire Hazard Severity Zone, as designated by the California Department of Forestry and Fire Protection (CDFFP). Fire protection services within the City are provided by the Riverside County Fire Department, and are supplemented by the CDFFP station in Beaumont. For new development, protection from wildland fires is realized through creation of defensible areas around structures and use of fire-resistant building materials. General Plan Safety Element Policies 18 through 20 promote public awareness of wildland fire hazards and appropriate protection from these hazards. The proposed project would be required to undergo environmental and building review to ensure adequate and appropriate site design and construction methods are employed in order to reduce wildland fire risks. Compliance with these measures would ensure that the project is consistent with site planning recommendations and fire-resistant construction requirements. Impacts related to wildland fires would be less than significant. No mitigation measures are required.

Hazards and Hazardous Materials: Mitigation Measures

None.

Hazards and Hazardous Materials: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to hazards and hazardous materials. No mitigation measures are required.

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

Hydrology and Water Quality: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- SPB Engineering, Inc., *Project Specific Water Quality Management Plan*, Beaumont, May 7, 2021 (Appendix F).

- SPB Engineering, Inc., *Hydrology*, Beaumont, May 2021 (Appendix G).

Hydrology and Water Quality: Environmental Evaluation

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact with mitigation. The proposed project would have an impact related to a violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Water quality standards are defined as the combination of "water quality objectives "(numeric and narrative thresholds) that are established to protect the "beneficial uses "of downstream receiving waters.

Construction

The construction of the proposed project would have the potential to impact water quality related to a violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. This would potentially occur by discharging sediment or other pollutants during the construction period. The City has required the project applicant to prepare and submit for approval from the City and Regional Water Quality Control Board (RWQCB) a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to be prepared by a qualified SWPPP Developer and implemented on-site by a qualified SWPPP Practitioner. The SWPPP describes erosion and sediment control measures that will be used at the project site to minimize the discharge of polluted stormwater runoff to the maximum extent practicable.

The erosion and sediment control measures would include construction BMPs such as:

- Silt Fence, Fiber Rolls, or Gravel Bag
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Stabilized Construction Entrance/Exit
- Vehicle and Equipment Maintenance, Cleaning, and Fueling
- Hydroseeding
- Material Delivery and Storage
- Stockpile Management
- Spill Prevention and Control
- Solid Waste Management
- Concrete Waste Management

While the construction of project improvements will potentially impact downstream water quality, through compliance with existing regulations to protect surface water and groundwater resources

these potential impacts will be less than significant. A less than significant impact would occur. No mitigation measures are required.

Operation

The operation of the proposed project would have the potential to impact water quality related to a violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. This potential operational water quality impact could occur during watering of landscape areas, cleaning paved surfaces, structure runoff, or other similar occurrences. The proposed project will be operated in compliance with the Water Quality Management Plan - WQMP (Appendix F) prepared by SPB Engineering, Inc., May 7, 2021. Compliance the WQMP will ensure that the long-term, project-related impacts on water quality are less than significant The WQMP recommends the following mitigation measure:

MM HWQ-1 The proposed project shall mimic the pre-development hydrograph with the post-development hydrograph, for a 2-year return frequency storm. Generally, the hydrologic conditions of concern are not significant, if the post-development hydrograph is no more than 10% greater than pre-development hydrograph. In cases where excess volume cannot be infiltrated or captured and reused, discharge from the site must be limited to a flow rate no greater than 110% of the pre-development 2-year peak flow.

MM HWQ-1 requires the proposed project to mimic pre-development conditions related to hydrology. Therefore, with implementation of **MM HWQ-1**, the proposed project would have a less than significant impact related to violation any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. The project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The project site is not located within a designated groundwater recharge area. The project does not propose direct additions or withdrawals of groundwater. Furthermore, construction proposed by the project would not involve construction at depths that would impair or alter the direction or rate of flow of groundwater.

Aside from a small area of asphalt, the site is currently predominantly pervious. The proposed project would place structures and pavement on the site, reducing the amount of water infiltration. However, proposed landscaped areas along the southern boundary of the site would incorporate bio-retention facilities, per Riverside County Flood Control Standards, in order to treat excess storm water. Parking areas located south of the retail and carwash building would incorporate permeable pavement areas. Per the requirements of the RWQCB, post-construction storm water flows would not exceed pre-construction flows. The proposed project will receive water from Beaumont Cherry Valley District. The proposed project is anticipated to use approximately 9,685 gallons per day. The Beaumont Cherry Valley Water District determined that the water demand was within comparison facilities and would

issue a "Will Server Letter."[6] Therefore, the project's potential impacts to groundwater availability, quality, or recharge capabilities are considered less than significant and no mitigation is required. A less than significant impact would occur. No mitigation measures are required.

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

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

Less than significant impact with mitigation. Project construction activities such as grading, paving, and site improvements may result in loose sediment, which can be transported by surface water or wind into nearby storm drains and waterways. The City's stormwater collection system includes catch basins, drainage basins, pumping stations, and force mains. The proposed project would not alter the course of a stream or river.

Construction

The proposed project would involve construction in an area that is currently not improved with structures. The construction of the proposed project would have the potential to result in erosion or siltation on- or off-site. Related to construction potential impacts please refer to Section "a)" above. No impact would occur. No mitigation measures are required.

Operation

The operation of the proposed project would cover the project site with impervious surfaces and impervious surfaces would be increased. The proposed project will be operated in compliance with the WQMP (Appendix F) prepared by the SPB Engineering Inc., May 7, 2021. Related to operational potential impacts please refer to Section "a)" above. Therefore, compliance the WQMP and **MM HWQ-1**, will ensure that the long-term, project-related impacts on water quality are less than significant. A less than significant impact would occur.

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

Less than significant impact with Mitigation. There are no streams or rivers on or adjacent to the project site. The project site is currently vacant with sparse vegetation and trees. The project site runoff flows for the north side of the project site to the south side. The proposed project will develop the project site into three (3) tributary areas. The development would provide a slight increase in surface runoff that based on the Hydrology Report (Appendix G) will not affect downstream properties.

There is an existing open storm drain that conveys runoff to the southern portion of the project site. The project proposes to cover a small portion of the open storm drain. Drainage under the proposed

[6] Email communication with Aaron Walker at Beaumont Cherry Valley Water District dated October 4, 2021.

project would be partially conveyed to this storm drain. Under the proposed project, the site would slope gently toward the south, allowing excess runoff to be captured in proposed drainage improvements. Proposed landscaped areas along the southern boundary of the site would incorporate bio-retention facilities, per Riverside County Flood Control Standards, in order to treat excess storm water. Parking areas located south of the retail and carwash building would implement permeable pavement.

Per the RWQCB requirements, post-development flows shall not exceed pre-development flows. Drainage improvements under the project would capture excess flows and sediment prior to discharge into City storm water facilities. Additionally, **MM HWQ-1** requires the proposed project mimic the pre-development hydrograph with the post-development hydrograph. Therefore, the proposed project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite and potential impacts would be less than significant. A less than significant impact would occur. No mitigation measures are required.

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

Less than significant impact. The project would be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff and flow into nearby storm drains. As part of the project, a Preliminary WQMP has been prepared in compliance with the NPDES (National Pollutant Discharge Elimination System) requirements of the CWA (Clean Water Act). The WQMP contains proposed BMPs such as site design techniques that store, infiltrate, evapotranspire, bio-filter, or detain runoff close to its source. Continuous use and operation of the site would not create or contribute runoff water that would exceed the capacity of existing stormwater drains on the project site with implementation of these BMPs. Therefore, a less than significant impact would occur. No mitigation measures are required.

(iv) impede or redirect flood flows?

No impact. The project site is not located within a floodplain. The project will not impede or redirect flood flows. Therefore, there are no impacts related to impeding or redirecting flood flow would occur. No impact would occur. No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. The project site is not located near a lake or ocean; therefore, there is no potential for inundation of the site by a seiche (a wave or oscillation of the surface of water in an enclosed or semi-enclosed basin) or tsunami. The project site is level and is not located near any hillsides that would be susceptible to mudflows. The project site is not in the proximity of a dam or man-made body of water. No impact would occur. No mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The project site has little potential for groundwater recharge due to poorly drained soils and shallow groundwater levels. The project would not conflict with the County Watershed Program and the County's NPDES program. That proposed construction would disturb less than 1 acre of land. The on-site underground infiltration system would mitigate runoff from the project site. Appendix F includes BMPs that will ensure reduction of pollutants from construction activities potentially entering surface waters. Therefore, construction impacts related to water quality control plan or groundwater management plan consistency would be less than significant. A less than significant impact would occur. No mitigation measures are required.

In addition, Beaumont Cherry Valley Water District would provide potable water to the project site. As a result, the project would not conflict with or obstruct a sustainable groundwater management plan. Therefore, operational impacts related to obstructing implementation of a water quality control plan or groundwater management plan would be less than significant. A less than significant impact would occur. No mitigation measures are required.

Hydrology and Water Quality: Mitigation Measures

MM HWQ-1 The proposed project shall mimic the pre-development hydrograph with the post-development hydrograph, for a 2-year return frequency storm. Generally, the hydrologic conditions of concern are not significant, if the post-development hydrograph is no more than 10% greater than pre-development hydrograph. In cases where excess volume cannot be infiltrated or captured and reused, discharge from the site must be limited to a flow rate no greater than 110% of the pre-development 2-year peak flow.

Hydrology and Water Quality: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to hydrology and water quality with the incorporation of Mitigation Measure **MM HWQ-1**.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Land Use and Planning: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.

Land Use and Planning: Environmental Evaluation

Would the project:

a) Physically divide an established community?

No impact. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local bridge that would impact mobility within an existing community of between a community and outlying area. The proposed project does not involve any such features, and would not remove any means of access or impact mobility. No streets or sidewalks would be permanently closed with the development of the proposed project. The proposed project would connect the community through the inclusion of sidewalks on Pennsylvania Avenue.

Therefore, the proposed project would not physically divide an established community. No impact would occur. No mitigation measures are required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The proposed project would require approval of a Conditional Use Permit (CUP) from the City. The potential project impacts related to land use and planning would be less than significant with this approval.

General Plan

The project site is designated Downtown Mixed Use (DMX) on the City's General Plan Land Use Map. The Downtown Mixed Use (DMX) has mixed-use buildings with active ground floor retail uses, upper-level professional office, service activities in conjunction with multifamily residential uses and live/work units. Specifically, the project site is within the extended Sixth Street District of the DMX. Stand-alone commercial or multifamily uses are permitted. The proposed project is consistent with the City's General Plan as the proposed uses of the project site are for a smaller retail commercial center.

Zoning

The Sixth Street Mixed Use Zone (SSMU Zone) permits development that provide a range of commercial service and retail land uses. The proposed project uses that include a gas/service station, car wash, grocery store/alcohol sales, fast-food restaurants are permitted uses within the SSMU Zone subject to the approval of a Conditional Use Permit (CUP). The City recognizes that certain uses, due to the nature of use, intensity, or size, require special review to determine if the use proposed, or the location of that use, is compatible with surrounding uses, or through the imposition of development and use conditions, can be made compatible with surrounding uses. The CUP provides for this purpose. The City Planning Commission is empowered to grant and deny applications CUPs and to impose reasonable conditions upon the granting of such permit (Section 17.02.100). The proposed uses are consistent with those permitted or conditionally permitted in the zone.

Adjacent Land Uses

The project site is bounded by vacant land to the north; residential dwellings to the west; Pennsylvania Avenue and vacant land to the east; and, the Christopher Columbus Transcontinental Highway (Interstate -10) to the south. No conflict with adjacent land uses to the proposed project.

Land Use and Planning: Mitigation Measures

None.

Land Use and Planning: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to land use and planning. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
12. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Mineral Resources: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
- California Department of Conservation, State Mining and Geology Board, Guidelines for Classification and Designation of Mineral Lands, ttp://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf (May 3, 2019).

Mineral Resources: Environmental Evaluation

Would the project:

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

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

No impact. The project site is located within Mineral Resource Zone 3 (MRZ-3). The MRZ-3 Zone is defined as an area containing minerals of undetermined significance. The City's General Plan indicates that there are no known or identified mineral resources of regional of statewide importance within the General Plan Area. The City's General Plan notes that while there may be locally important aggregate resources along watercourses and drainage ways, the proposed project is not located on such a landform. The project site is within a developed area. The project site is bounded by vacant land to the north; residential dwellings to the west; Pennsylvania Avenue and vacant land to the east;

and, the Christopher Columbus Transcontinental Highway (Interstate -10) to the south. Mineral resource mining is not a compatible use with the existing surrounding land uses and the project site is not designated for mineral resource extraction in the City's General Plan.

Therefore, related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan the proposed project would have no impact. No mitigation measures are required.

Mineral Resources: Mitigation Measures

None.

Mineral Resources: Level of Significance after Mitigation Measures

The proposed project will have no impact directly, indirectly, or cumulatively related to mineral resources. No mitigation measures are required.

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

Noise: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- Vista Environmental, *Noise Impact Analysis, City of Beaumont,* October 14, 2021 (Appendix H).

Noise: Environmental Evaluation

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation incorporated. The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the proposed project and compares the noise levels to the City standards.

Construction-Related Noise

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are single-family homes located as near as 10 feet west of the project site.

Section 9.02.110(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m. on the condition that construction noise does not exceed 55 dB(A) for intervals of more than 15 minutes per hour at the interior of the nearest occupied residence.

Construction noise levels at the exterior of the nearest homes have been calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of this report. Since the City's construction noise standard is based on the noise level at the interior of the nearest home and the City does not provide any exterior to interior noise reduction rates to use, the County of Riverside General Plan Noise Guidelines was utilized that details that a single-family home with the windows closed provides 20 dB exterior to interior noise reduction. Both the exterior and interior noise levels for each phase of construction at the nearest homes are shown below in Table 11.

Table 11: Construction Noise Levels at the Nearest Homes to the West Prior to Mitigation

Construction Phase	Noise Level at Nearest Homes[1] (dBA Leq)	
	Exterior[2]	Interior[3]
Site Preparation	79.5	59.5
Grading	80.8	60.8
Building Construction & Architectural Coatings	79.9	59.9
Paving	78.0	58.0
City Construction Noise Threshold[4]	--	**55**
Exceed Threshold?		**Yes**

[1] The nearest homes are located as near as 10 feet west of the project site.
[2] The exterior noise levels were calculated from the RCNM model (see Appendix C).
[3] The interior noise level is based on a 20 dB exterior to interior noise reduction.
[4] City Construction noise threshold from Section 9.02.110(F) of the Municipal Code.
Source: Appendix H

Table 11 shows that the City's construction noise threshold of 55 dBA would be exceeded for every phase of construction at the interior of the nearest homes, located on the west side of the project site. This would be considered a significant impact. The Noise Report recommend the following mitigation measure:

MM NOI-1 Prior to the start of site preparation or grading activities on the project site, the project applicant shall construct a minimum 8-foot high temporary sound wall along the entire west side of the project site. Mitigation Measure NOI-1 may be achieved by either installing a temporary sound wall that is constructed of a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in MM NOI-2.

MM NOI-2 The project applicant shall construct an 8-foot high concrete masonry unit (cmu) wall along the entire length of the west property line other than where the proposed structure is located on the west property line. The 8-foot high wall may consist of up to 2 feet of retaining wall and 6 feet of freestanding cmu wall as long as the combined wall is a minimum of 8 feet high on the residential (west) side of the wall.

MM NOI-1 has been provided that requires the applicant to construct a minimum 8-foot high temporary sound wall concrete masonry unit (cmu) wall along the entire west side of the project site prior to the start of any site preparation or grading activities for the site, other than what is required for wall construction. **MM NOI-1** may be achieved by either constructing a temporary sound wall that is a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in **MM NOI-2** prior to the start of site preparation or grading activities

According to Caltrans (Caltrans, 2013), a sound wall provides approximately 5 dB of attenuation at the height where it blocks the line-of-sight (approximately 6 feet high for a person standing in the nearest home) and then an additional 0.9 dB for each additional foot of height, which would result in 6.8 dBA of attenuation for an 8-foot high wall. However, in order to provide a conservative analysis, the mitigated construction noise levels shown in Table 12 has utilized a 6 dB attenuation rate for the proposed wall in **MM NOI-1**.

Table 12: Mitigated Construction Noise Levels at the Nearest Homes to the West

Construction Phase	Noise Level at Nearest Homes[1] (dBA Leq)	
	Exterior[2]	Interior[3]
Site Preparation	73.5	53.5
Grading	73.9	54.8
Building Construction & Architectural Coatings	73.9	53.9
Paving	72.0	52.0
City Construction Noise Threshold[4]	--	**55**
Exceed Threshold?		**No**

[1] The nearest homes are located as near as 10 feet west of the project site.
[2] The exterior noise levels were calculated from the RCNM model (see Appendix C) with 6 dB of noise reduction applied to account for the sound wall detailed in Mitigation Measure 1.
[3] The interior noise level is based on a 20 dB exterior to interior noise reduction.
[4] City Construction noise threshold from Section 9.02.110(F) of the Municipal Code.
Source: Appendix H

Table 12 indicates that with implementation of **MM NOI-1**, the noise levels from all phase of construction would be below the City's construction noise threshold of 55 dBA at the interior of the nearest home. Therefore, with implementation of Mitigation Measure 1 and the construction time restrictions detailed in Section 9.02.110(F) of the Municipal Code, construction noise impacts would be less than significant.

Operational-Related Noise

The proposed project would consist of the development of a gas station, a convenience store with an attached quick serve restaurant, and an automated car wash. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

Roadway Vehicular Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Safety Element Policy 24 of the City's General Plan, requires the City to prevent significant degradation of the future acoustic environment. However, the General Plan does not quantify what is a significant degradation of the future acoustic environment. As such this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model. The proposed project's potential offsite traffic noise impacts have been analyzed for both the existing and cumulative projects opening year 2023 conditions, which are discussed below.

Existing Conditions

The proposed project's potential offsite roadway noise impacts have been calculated through a comparison of the existing scenario to the existing with project scenario. The results of this comparison are shown in Table 13.

Table 13: Existing Conditions Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]			
Roadway	Segment	Existing	Existing Plus Project	Project Contribution	Increase Threshold[2]
Pennsylvania Avenue	North of 6th Street	60.0	60.4	0.4	+2 dBA

6th Street	West of Pennsylvania Avenue	61.4	61.5	0.1	+2 dBA
6th Street	East of Pennsylvania Avenue	60.5	60.7	0.2	+2 dBA

Notes:
[1] Distance to nearest residential use does not take into account existing noise barriers.
[2] Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above.
Source: Appendix H

Table 13 shows that for the existing conditions, the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Cumulative Projects Opening Year 2021 Conditions

The proposed project's potential offsite roadway noise impacts have been calculated through a comparison of the opening year 2021 scenario to the opening year 2021 with project scenario. The results of this comparison are shown in Table 14.

Table 14: Opening Year 2023 Conditions Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]			
Roadway	Segment	2023 No Project	2023 Plus Project	Project Contribution	Increase Threshold[2]
Pennsylvania Avenue	North of 6th Street	60.4	60.7	0.3	+2 dBA
6th Street	West of Pennsylvania Avenue	61.7	61.8	0.1	+2 dBA
6th Street	East of Pennsylvania Avenue	60.8	60.9	0.1	+2 dBA

Notes:
[1] Distance to nearest residential use does not take into account existing noise barriers.
[2] Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above.
Source: Appendix H

Table 14 shows that for the opening year 2023 conditions, the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Onsite Noise Sources

The operation of the proposed project may create an increase in onsite noise levels from noise impacts from rooftop mechanical equipment, parking lots, delivery trucks, carwash, and gas pumps. Section 9.02.070 of the City's Municipal Code limits noise impacts to the nearby residential properties to 5 dBA above base ambient noise level (BANL) for 15 minutes in any hour, 10 dBA above BANL for 5 minutes in any hour, 15 dBA above BANL for 1 minute in any hour, and 20 dBA above BANL is not permitted. The BANL is defined in Section 9.02.050 of the Municipal Code, which details the minimum BANL for residential properties is 45 dBA between 10:00 p.m. and 7:00 a.m. and 55 dBA between 7:00

a.m. and 10:00 p.m. Section 9.02.050 also details that actual decibel measurements exceeding these levels shall be employed as the BANL. The existing noise levels on the project site, adjacent to the nearby residential properties range between 61.9 dBA and 67.3 dBA, which is well above the minimum BANL. As such, the measured existing noise levels become the noise standard at the adjacent residential properties.

In order to determine the noise impacts from rooftop mechanical equipment, parking lot activities, delivery truck activities, carwash activities, and gas dispensing activities, reference noise measurements were taken of each noise source and are shown below in Table 15. Table 15 also shows the anticipated noise level from each source at the nearest residential property line that were calculated based on the standard geometrical spreading of noise drop-off rate of 6 dB per doubling of distance.

Table 15: Operational Noise Levels at the Nearby Homes to West Prior to Mitigation

	Reference Noise Measurements		Noise Levels at Nearest Homes			
Noise Source	Distance of Measurement (feet)	Noise Level[1] (dBA L_{eq})	Distance Receptor to Source (feet)	Noise Level[2] (dBA L_{eq})	City Noise Standards[3] (Day/Night)	Exceed Standard? (Day/Night)
Rooftop Equipment	10	66.6	10	66.6	65.8/63.5	**Yes/Yes**
Parking Lot	5	63.1	5	63.1	64.1/61.9	No/**Yes**
Truck Delivery	30	54.8	20	58.3	64.1/61.9	No/No
Fueling Pumps	10	61.7	90	42.6	65.8/63.5	No/No
Car Wash	30	73.1	58.5	67.3	67.3/64.5	**Yes/Yes**

Notes:
[1] Reference Noise Measurement printouts are provided in Appendix H.
[2] Calculated noise levels based on standard geometrical spreading rate of 6 dB per doubling of distance.
[3] City noise standards are based on measured ambient noise levels The parking lot, and truck delivery are based on Noise Measurement Site 3 that is located on the north side of the project, the rooftop equipment and fuel pumps are based on Noise Measurement Site 2 that is located in the middle of the project site, and the car wash is based on Noise Measurement Site 1, that is located on the south side of the project site.

Table 15 shows that only the rooftop equipment and car wash would produce noise levels that exceed the City daytime noise standards, and the rooftop equipment, parking lot and car wash would exceed the City's nighttime noise standards. This would be considered a significant impact. The Noise Report recommends the following mitigation measures:

MM NOI-2 (see MM NOI-2 above).

MM NOI-3 The project applicant shall restrict the operation of the proposed car wash between the hours of 10:00 p.m. and 7:00 a.m..

MM NOI-4 The project applicant shall construction a minimum 3-foot high parapet wall on top of the roof on the west side of the proposed commercial building.

MM NOI-2 has been provided that requires the applicant to construct a minimum 8-foot high concrete masonry unit (cmu) wall along the entire west side of the project site, **MM NOI-3** has been

provided that restricts operation of the car wash between the hours of 10:00 p.m. and 7:00 a.m., and **MM NOI-4** has been provided that requires the applicant to construct a minimum 3-foot high parapet wall on the west side of the commercial building structure, in order to shield the rooftop mechanical equipment.

In order to account for the noise reduction provided by the proposed 8-foot high sound wall in **MM NOI-2** and the 3 foot high parapet wall in **MM NOI-4**, the Federal Highway Administration's (FHWA) FHWA-RD-77-108 noise model was utilized as depicted in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (TeNS), prepared by Caltrans, September 2013, and a summary of the mitigated noise levels are shown in Table 16.

Table 16: Mitigated Operational Noise Levels at the Nearby Homes to West

	Reference Noise Measurements		Noise Levels at Nearest Homes			
Noise Source	Distance of Measurement (feet)	Noise Level[1] (dBA L_{eq})	Distance Receptor to Source (feet)	Noise Level[2] (dBA L_{eq})	City Noise Standards[3] (Day/Night)	Exceed Standard? (Day/Night)
Rooftop Equipment	10	66.6	10	49.2	65.8/63.5	No/No
Parking Lot	5	63.1	5	48.9	64.1/61.9	No/No
Truck Delivery	30	54.8	20	47.8	64.1/61.9	No/No
Fueling Pumps	10	61.7	90	31.5	65.8/63.5	No/No
Car Wash	30	73.1	58.5	56.6	67.3/64.5	No/No

Notes:
[1] Reference Noise Measurement printouts are provided in Appendix H.
[2] Calculated noise level includes attenuation provided by MM NOI-1, for the 8-foot high wall on the west side of the project site.
[3] City noise standards are based on measured ambient noise levels provided above. The parking lot, and truck delivery are based on Noise Measurement Site 3 that is located on the north side of the project, the rooftop equipment and fuel pumps are based on Noise Measurement Site 2 that is located in the middle of the project site, and the car wash is based on Noise Measurement Site 1, that is located on the south side of the project site.
Source: Noise calculation methodology from Caltrans, 2013Source: Noise calculation methodology from Caltrans, 2013

Table 16 shows that with implementation of **MM NOI-2**, which requires construction of an 8-foot high sound wall along the west side of the project site and implementation of **MM NOI-2** which restricts the operation of the carwash between the hours of 10:00 p.m. and 7:00 a.m., and implementation of **MM NOI-4,** which requires construction of a 3 foot high parapet wall on the west side of the commercial structure to shield the rooftop equipment all operational onsite noise sources would be lowered to within the City noise standards. Therefore, with implementation of **MM NOI-2 to MM NOI-4**, operational onsite noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

Construction-Related Vibration Impacts

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are single-family homes located as near as 10 feet west of the project site.

Since neither the City's Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

Table 17: Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table 17 above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite residential structure (10 feet away) would be 0.24 inch per second PPV. The vibration level at the nearest offsite residential structure would be below the 0.25 inch per second PPV threshold detailed above. A less than significant impact would occur. No mitigation measures are required.

Operations-Related Vibration Impacts

The proposed project would consist of the development of a gas station, a convenience store with an attached quick serve restaurant, and an automated car wash. The on-going operation of the proposed project would not include the operation of any known vibration sources. Therefore, a less than

significant vibration impact is anticipated from the operation of the proposed project. No mitigation measures are required.

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

No impact. The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Banning Municipal Airport that is located approximately six miles east of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Fullerton Municipal Airport. No potential impacts would occur from aircraft noise. No mitigation measures are required.

Noise: Mitigation Measures

MM NOI-1 Prior to the start of site preparation or grading activities on the project site, the project applicant shall construct a minimum 8-foot high temporary sound wall along the entire west side of the project site. Mitigation Measure 1 may be achieved by either installing a temporary sound wall that is constructed of a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in MM NOI-2.

MM NOI-2 The project applicant shall construct an 8-foot high concrete masonry unit (cmu) wall along the entire length of the west property line. The wall shall be constructed prior to the start of site preparation or grading activities, other than what is required for construction of the wall.

MM NOI-3 The project applicant shall restrict the operation of the proposed car wash between the hours of 10:00 p.m. and 7:00 a.m..

MM NOI-4 The project applicant shall construction a minimum 3-foot high parapet wall on top of the roof on the west side of the proposed commercial building.

Noise: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to noise with the incorporation of Mitigation Measure **MM NOI-1, MM NOI-2 MM NOI-3, and MM NOI-4**.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Population and Housing *Would the project:*				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Population and Housing: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
- County of Riverside, Environmental Impact Report No. 521, March 2014.
- County of Riverside General Plan Update EIR, 2014.

Population and Housing: Environmental Evaluation

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. The proposed project consists of the approvals necessary to remove all existing vegetation on the project site to develop a service station with quick serve restaurant, C-store, and carwash center. The proposed project would provide all required parking and landscape improvements on-site.

The proposed project would not introduce residential uses to the project site. No direct population growth would be generated by the proposed project. The proposed project would employ approximately 16 people based on an assumption of approximately one (1) employee per 500 square feet of commercial retail space (7,995 sq. ft. divided by 500 sq. ft. = 16 employees).

It would be anticipated that residents in the vicinity of the project site would fill most of the employment opportunities created. It is unlikely that the proposed project would directly or indirectly create significant population growth. The proposed project also does not include any significant infrastructure improvements or the extension of roads that could indirectly induce growth in the City.

The proposed project includes the addition of a public sidewalk on the west side of Pennsylvania, where there currently is not a sidewalk. The provision of a sidewalk at this location would not be expected to induce a substantial unplanned increase in population.

Therefore, related to substantial unplanned growth in the area the proposed project would have a less than significant impact. No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. There are no existing dwelling units on the project site. Therefore, related to the potential to displace a substantial number of existing persons or housing that would necessitate the construction of housing elsewhere no impact is occur. No mitigation measures are required.

Population and Housing: Mitigation Measures

None.

Population and Housing: Level of Significance after Mitigation Measures

The proposed project will have a less significant impact directly, indirectly, or cumulatively related to population and housing. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Public Services: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.

Public Services: Environmental Evaluation

Would the project:

…result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The City contracts with the Riverside County Fire Department (RCFD) for fire protection, public service, and emergency medical aid response.

RCFD Station No. 66 is located in the downtown area at 628 Maple Avenue approximately ½ mile from the project site. This station is staffed year- round by a crew of two (2) and one (1) full-service fire engine. An additional fire engine, a breathing support unit, water tender, and a squad/utility vehicle are housed at this station. Trained volunteer or reserve staff operate this equipment. RCFD Station No 20 located near the City's eastern boundary approximately 1.2 miles from the project site. The

station is staffed year-round by the CDFFP. Three (3) other stations are located in close proximity to the City.

The removal of existing on-site vegetation would reduce the potential demand for fire services including fire protection, public service, and emergency medical aid response to the project site. The proposed project may incrementally increase demand for fire services. The proposed project is consistent with the City's intended use of the project site based on the General Plan Land Use designation. An increase in demand for fire services resulting from the development and operation of the proposed uses has been accounted for in the City's planning efforts.

The proposed project will be reviewed by the Riverside County Fire Department and will be conditioned to pay required fees that would provide the features deemed appropriate during review. The incremental increase in demand for fire services would not create the need for new or altered fire facilities. Compliance with the discretionary review process would ensure that project implementation would result in a less than significant impact to fire services.

Therefore, related to fire protection services including fire protection, public service, and emergency medical aid response the proposed project would have a less than significant impact. No mitigation measures are required.

b) Police protection?

Less than significant impact. The Beaumont Police Department (BPD) is located in the City's downtown at 660 Orange Avenue approximately .7 miles from the project site. This station provides comprehensive law enforcement services for the City. The proposed project may incrementally increase demand for police services. The proposed project is consistent with the City's intended use of the project site based on the General Plan Land Use designation. An increase in demand for police services resulting from the development and operation of the proposed uses has been accounted for in the City's planning efforts.

The proposed project will be reviewed by the BPD and will be conditioned to pay required fees that would provide the features deemed appropriate during review. The incremental increase in demand for police services would not create the need for new or altered police facilities. Compliance with the City's discretionary review process would ensure that project implementation would result in a less than significant impact to police services.

Therefore, related to police protection services the proposed project would have a less than significant impact. No mitigation measures are required.

c) Schools?

Less than significant impact. The project site is located within the Beaumont Unified School District (BUSD). The proposed project does not include a residential component and no direct increase in the local student population would occur. Employment opportunities resulting from the operation of the

proposed uses are likely to be filled by existing local residents. No significant direct or indirect increase in the local student population would occur.

The BUSD imposes development fees for residential and commercial development. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The proposed project will be required to pay development fees in accordance with Government Code 65995 and Education Code 17620.

Therefore, related to schools the proposed project would have a less than significant impact. No mitigation measures are required.

d) Parks?

e) Other public facilities?

Less than significant impact. The proposed project does not include a residential component and new employment opportunities resulting from the operation of the proposed uses are likely to be filled by existing local residents. No significant direct or indirect increase in the City's population is anticipated from the development of the proposed project. There would be no potential significant increase in demand for parks, and other public facilities.

The payment of required fees, taxes, and other payments by the proposed development would sufficiently offset any incremental increase in demand for governmental services. In the absence of any increase in population, the construction of new or expansion of existing governmental facilities is not required. No significant impact to these facilities would occur; therefore, no mitigation is required.

Therefore, related parks and other public facilities the proposed project would have no impact. No mitigation measures are required.

Public Services: Mitigation Measures

None.

Public Services: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to aesthetics. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
16. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Recreation: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.

Recreation: Environmental Evaluation

Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

Less than significant impact. As discussed above in Impact 15(d), the proposed project does not include a residential component. New employment opportunities resulting from the operation of the proposed uses are likely to be filled by existing local residents. No significant direct or indirect increase in the City's population is anticipated. No increase in demand for park and/or recreation facilities would occur in the absence of a significant increase in population. No expansion of existing or development of new park and/or recreation areas would occur.

The proposed project would be required to pay applicable Quimby Act fees pursuant to Section 66477 of the California Government Code. Payment of park fees would sufficiently offset any impact on existing park and/or recreation facilities.

Therefore, related park and/or recreation facilities the proposed project would have a less than significant impact. No mitigation measures are required.

Recreation: Mitigation Measures

None.

Recreation: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to recreation. No mitigation measures are required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Transportation *Would the project:*				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Transportation: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
- K2 Traffic Engineering, Inc., *Traffic Impact Study New Gas Station and Convenient Store NWC of Pennsylvania Ave and I-10 WB Off-Ramp,* October 7, 2021(Appendix I).

Transportation: Environmental Evaluation

Would the project:

a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

Less than significant impact with mitigation incorporated. For the purpose of Senate Bill (SB) 743 compliance, a Vehicle Miles Traveled (VMT) assessment should be conducted for land use projects that have the potential to increase the average VMT per service population compared to the WRCOG region. A set of initial screening tools has been developed to identify projects with presumably less VMT impact and eliminate the requirement for a full project-level assessment.

The proposed gas station, car wash facility, and restaurant are local serving in nature as defined in the "Project Type Screening" listed in the "WRCOG Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment," dated March 2020. The project can be presumed to have a less than significant impact. A complete project-level VMT assessment is, therefore, not required.

The proposed project is not within a one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor. The project would not remove pedestrian facilities and access (i.e., sidewalks or bus stops). The closest existing bus stop to the proposed project is approximately 1,130 feet northwest of the project site at 6th Street and Chestnut Avenue. The proposed project includes the installation of the bus stop with red curb, signage and concrete pad southbound on Pennsylvania Avenue located between the two driveway approaches. Additionally, the proposed project includes sidewalk in the portion of the project site that is adjacent to Pennsylvania Avenue. The proposed project will also install bike parking spaces in close proximity to the convenience store.

Additionally, the proposed project would not be anticipated to decrease vehicle miles traveled in the project area compared to existing conditions. The City's current General Plan continues to utilize LOS as the measure for identifying traffic impacts; therefore, the following discussion has been provided.

The City prepared a Traffic Impact Study (Appendix I) to evaluate traffic impacts of the proposed project. The Traffic Impact Study found that with consideration of pass-by and internal trips, the proposed project has a net trip generation of 86 inbound and 82 outbound trips in the AM peak hour, and 104 inbound and 98 outbound trips in the PM peak hour.

The Traffic Impact Study found that with consideration of the widening of Pennsylvania Avenue that all study intersections in each study scenario are expected to maintain LOS "D" or better, except the intersection of I-10 westbound off ramp at Pennsylvania Ave in the PM peak hours, which is a pre-existing condition.

The Traffic Impact Study stated that the City of Beaumont and California Department of Transportation (Caltrans) have been developing a new freeway interchange layout with westbound on and off ramps, in addition to widening of Pennsylvania Avenue. This intersection has a pre-existing condition of LOS E and is warranted for traffic signal under Existing Conditions as well as Cumulative Opening Year Plus Project Conditions; however, installing traffic signals may be a wasteful spending that contradicts with Caltrans' plan to remove the existing ramp and construct a new signalized intersection northerly on Pennsylvania Avenue for I-10 westbound ramps. The new ramps are expected to fully resolve the deficient level of services at the current I-10 westbound off ramp. The Traffic Impact Study recommends the following mitigation measure:

MM TRA-1 Prior to the occupancy of the proposed project will pay its fare-share of improvements for the I-10 Westbound Off Ramp at Pennsylvania Avenue ($7,295 based on 14.56% of the estimated improvement costs) to provide one exclusive left-turn lane and one exclusive right-turn lane.

This subject intersection is expected to maintain acceptable level of services upon project completion. The project is expected to have less than significant traffic impact with the proposed mitigation measures. The fair share contribution for the project is $7,295, based on 14.56% of the estimated improvement costs for the mitigation measure. However, it should be the sole discretion of the City of Beaumont and Caltrans whether to fund the interim solution with consideration of the ultimate plan of a new interchange. Additionally, the project would provide the users of this area closer access to a gas station/convenience store, thereby reducing the miles traveled to similar facilities that are located west from this site along Beaumont Avenue.

The proposed project with the incorporation of **MM TRA-1** will have a less than significant impact directly, indirectly, or cumulatively related to a conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project with mitigation will have a less than significant impact directly, indirectly, or cumulatively related to a conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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

Less than significant impact. The proposed project roadways would provide adequate sight distance and traffic control measures. This provision will be achieved through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, and would incorporate design standards tailored to site access requirements.

The site provides two driveways on Pennsylvania Avenue, a full-access driveway at the north and a right-in-right-out driveway at the south. Both driveways will be located mid-block under current conditions. The Traffic Impact Study recommend the following mitigation measure:

MM TRA-2 Prior to the occupancy of the proposed project will:

- Install a STOP sign (R1-1) at the north driveway.
- Install STOP (R1-1) and Right Turn Only (R3-5R) signs at the south driveway along with pavement marking of a right-turn arrow for egress only.
- Provide a two-way-left-turn lane on Pennsylvania Avenue in the street widening project.

The proposed project with the incorporation of **MM TRA-2** will have a less than significant impact related to any sharp curves or dangerous intersections.

The Traffic Impact Study states related to on-site circulation that on-site circulation appears efficient and safe without unnecessary bottlenecks. The site plan is subject to review and final approval by the Fire Department, Planning Department, and Traffic Engineer.

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to a geometric design feature with the incorporation of **MM TRA-2**.

d) Result in inadequate emergency access?

Less than significant impact. The proposed project does not include hazardous design features. The proposed project would be designed, constructed, and maintained to provide for adequate emergency access and evacuation. Adequate measures to facilitate the passage of persons and vehicles through/around any required road closures would be implemented during construction. Adherence to the emergency access measures required by the City would ensure no significant impact related to this issue would occur. No mitigation is required.

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to emergency access. No mitigation measures are required.

Transportation: Mitigation Measures

MM TRA-1 Prior to the occupancy of the proposed project will pay its fare-share of improvements for the I-10 Westbound Off Ramp at Pennsylvania Avenue ($7,295 based on 14.56% of the estimated improvement costs) to provide one exclusive left-turn lane and one exclusive right-turn lane.

MM TRA-2 Prior to the occupancy of the proposed project will:

- Install a STOP sign (R1-1) at the north driveway.
- Install STOP (R1-1) and Right Turn Only (R3-5R) signs at the south driveway along with pavement marking of a right-turn arrow for egress only.
- Provide a two-way-left-turn lane on Pennsylvania Avenue in the street widening project.

Transportation: Level of Significance after Mitigation Measures

The proposed project will have a less than significant impact directly, indirectly, or cumulatively related to transportation with the incorporation of **MM TRA-1 and MM TRA-2**.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Utilities and Service Systems: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- AT&T. Progress Toward our 2020/202 Goals. https://about.att.com/ecms/dam/csr/sustainability-reporting/PDF/2017/ATT-Goals.pdf. (May 20, 2020).

- California Energy Commission. Gasoline Data, Facts, and Statistics. https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/. (May 20, 2020)

- California Energy Commission. Tracking Progress. http://www.ecdms.energy.ca.gov/gasbycounty.aspx (May 20, 2020).
- California Energy Commission. Tracking Progress. http://www.ecdms.energy.ca.gov/elecbyutil.aspx (May 20, 2020).

- California Energy Commission. Diesel Fuel Data, Facts, and Statistics. https://ww2.energy.ca.gov/almanac/transportation_data/diesel.html/. (May 20, 2020)

- City of Beaumont, *General Plan Update Environmental Impact Report*, Certified in October 2020.

- City of Beaumont General Plan, December 2020.

- City of Beaumont Municipal Code, October 31, 2018.

- City of Beaumont Wastewater Treatment Plan, http://www.ci.beaumont.ca, accessed May 6, 2019.

Utilities and Service Systems: Environmental Evaluation

Would the project:

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

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. The proposed project would increase water demand and wastewater discharge in the City. The proposed project is consistent with the City's General Plan and zoning designations. Development of the project site and construction of the proposed project would not result in construction of new water or wastewater treatment facilities or expansion of existing facilities beyond those for which the project site was anticipated.

The project site is located in an area that drains to the Beaumont Wastewater Treatment Plant No. 1. The Beaumont Wastewater Treatment Plant No. 1 currently has a wastewater treatment capacity of four (4) million gallons per day (mgd). The Beaumont Wastewater Treatment Plant No. 1 is in the process of expanding its capacity to eight (8) mgd. The average daily wastewater flows to the existing facility are currently approximately 2.5 mgd with a minimum surplus capacity of approximately 1.5 mgd at pre- expansion. The existing plant has the capacity to serve the proposed project.

Any interconnection from existing BCVWD water and City wastewater lines to the project site would be subject to the Beaumont-Cherry Valley Water District (BCVWD) Standards for the Furnishing of Materials and Construction of Water and Recycled Water Facilities and Preparation of Water System Plans. Water and wastewater interconnections would be accomplished with the payment of applicable fees. The payment of fees would reduce the impact of the proposed project on the expansion of the Beaumont Wastewater Treatment Plant No. 1.

Southern California Edison (SCE) will provide basic electrical services to the Project Site. The Proposed Project will receive electrical power by connecting to SCE's existing power lines. The proposed project would consume 192,565 kilowatt-hours per year of electricity. This equates to 0.0002 percent of the electricity consumed annually by Southern California Edison. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the region.

The project site would be serviced by Southern California Gas Company (SoCalGas). The proposed project would consume 639 MBTU per year of natural gas. This equates to 0.0016 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

The proposed project will be served by AT&T for telecommunication services. AT&T continues to drive reductions in emissions and increases in resource efficiency and alternative energy deployment. The company will enable their customers to lead more sustainable lives by expanding access technology, further integrating sustainability solutions. The proposed project is the development would not adversely impact or conflict with AT&T's sustainability goals.

Therefore, related to any required or resulted in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects the proposed project would have a less than significant impact. No mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant impact. The Beaumont-Cherry Valley Water District (BCVWD) serves the City. The BCVWD's 2013 Urban Water Management Plan (UWMP) estimated the City's water demand based on SCAG population data and the City's General Plan land use designations. The City's General Plan and zoning designations for the project site are Downtown Mixed Use (DMX). The proposed project would be developed in accordance with this land use designation. Any increase in demand for water resulting from the development and operation of the proposed uses has been accounted for in the BCVWD and City's planning efforts. The project will not result in unaccounted water demand increases, and a less than significant impact to water supplies would occur.

Therefore, the proposed project would have a less than significant impact related to sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. No mitigation measures are required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. Disposal of the solid waste to be generated by the proposed project would be the responsibility of the County of Riverside Waste Management (County). Solid waste would be directed to one (1) or several available disposal sites within the County. The nearest landfill to serve the proposed project would be Lambs Canyon Landfill, which underwent a permitting process in 2007 to increase capacity and extend the life of the facility.

The City's General Plan designation for the project site is Downtown Mixed Use (DMX) and zoning designation is Sixth Street Mixed Use (SSMU Zone) . The proposed project would be developed in accordance with this land use designation and zoning district. Solid waste generation from the proposed project was accounted for in the General Plan and would not result in an exceedance of permitted landfill capacities.

Additionally,, the collection and disposal of solid waste would conform to applicable federal, State, and local plans and regulations, including AB 939 (Integrated Waste Management Act) that local jurisdictions divert at least 50% of all solid waste. The proposed Project will adhere to all federal, State and local regulations related to solid waste during construction and operation.

Therefore, related to the generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals the proposed project would have a less than significant impact. No mitigation measures are required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The City requires all development to adhere to source reduction programs set forth in the Source Reduction and Recycling Element (SRRE) for the disposal of solid waste including yard waste. The proposed project would adhere to the SRRE and comply with all other applicable local, State, and federal solid waste disposal standards.

Therefore, related to compliance with federal, State, and local management and reduction statutes and regulations related to solid waste the proposed project would have a less than significant impact. No mitigation measures are required.

Utilities and Service Systems: Mitigation Measures

None.

Utilities and Service Systems: Level of Significance after Mitigation Measures

Therefore, related utility and service systems the proposed project would have a less than significant impact. No mitigation measures are required.

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

Wildfire: Sources

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact.

- California Department of Forestry and Fire Protection (CAL FIRE). California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 6, 2019.
- City of Beaumont, General Plan Update Environmental Impact Report, Certified in October 2020.
- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.

Wildfire: Environmental Evaluation

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. Fire protection services within the City are provided by the Riverside County Fire Department (RCFD) and supplemented by the CDFFP station in the City. Protection from wildland fires for new projects in the City is provided through creation of defensible areas around structures and use of fire resistant building materials. The City's General Plan Safety Element Policies 18 through 20 promote public awareness of wildland fire hazards and appropriate protection from these hazards. The proposed project is required to undergo environmental and building review to ensure adequate and appropriate site design and construction methods are employed in order to reduce wildland fire risks. Compliance with these measures would ensure that the project is consistent with site planning recommendations and fire resistant construction requirements. Impacts related to wildland fires would be less than significant.

The project site is not located in a Fire Hazard Severity Zone based on the CAL FIRE California Fire Hazard Severity Zones Maps. The proposed project does not include development of new roadways. The proposed project would result in an increase in traffic near the project site. This increase was determined to be less than significant as discussed in Section 17. The proposed project will be accessed from two (2) driveways on Pennsylvania Avenue. The development complies with the City General Plan and Zoning Code standards for the provision of adequate emergency vehicle access.

Therefore, related to substantially impairing an adopted emergency response plan or emergency evacuation plan the proposed project would have a less than significant impact. No mitigation measures are required.

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

Less than significant impact. The project site is not located in a Fire Hazard Severity Zone based on the CAL FIRE California Fire Hazard Severity Zones Maps. The proposed project would adhere to building codes and conditions included through review by the RCFD. The proposed project is comprised of a relatively flat parcel located in an urbanized area surrounded by commercial, residential and vacant land uses.

Therefore, related to slopes, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to; pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire the proposed project would have a less than significant impact. No mitigation measures are required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact. The project site is not located in a Fire Hazard Severity Zone based on the CAL FIRE California Fire Hazard Severity Zones Maps. The proposed project would adhere to

building codes and conditions included through review by the RCFD. The proposed project is comprised of a relatively flat parcel located in an urbanized area surrounded by commercial, residential and vacant land uses.

The proposed uses would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would provide access with adjoining uses and suitable access for emergency vehicles. The project site will include a fire lane compliant with Fire Department requirements for adequate access. Emergency access to the project site would be maintained during construction.

Therefore, related to the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment the proposed project would have a less than significant impact. No mitigation measures are required.

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

Less than significant impact. The project site is not located in a Fire Hazard Severity Zone based on the CAL FIRE California Fire Hazard Severity Zones Maps. The proposed project would adhere to building codes and conditions included through review by the RCFD. The project site is comprised of generally level terrain. The proposed project is comprised of a relatively flat parcel located in an urbanized area surrounded by commercial, residential and vacant land uses.

The proposed project is not located within an area subject to flood hazards as defined by the Federal Emergency Management Agency (FEMA). The proposed project would not place housing in a 100-year flood zone and no significant impact related to flooding in a 100-year flood zoned would be anticipated to occur.

Therefore, related to the expose of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes the proposed project would have a less than significant impact. No mitigation measures are required.

Wildfire: Mitigation Measures

None.

Wildfire: Level of Significance after Mitigation Measures

Therefore, related wildfires the proposed project would have a less than significant impact. No mitigation measures are required.

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

Mandatory Findings: Environmental Evaluation

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

Less than significant with mitigation incorporated. The proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. With implementation of **MM BIO-1** the proposed project would have less than significant impacts related to migratory birds. Removal of vegetation would generally not occur during the non-nesting season; preconstruction surveys would occur if removal occurred during nesting season; and, active nests would be buffered. All of this would occur under the direction of a biological monitor.

With implementation of **MM CUL-1** to **MM CUL-2** the proposed project would not eliminate important examples of the major periods of California history or prehistory.

MM CUL-1 to **MM CUL-2** would compile a record for California historical sites on the project site, and ensure that the historical integrity of important examples of major periods of California history are preserved.

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

Less than significant with mitigation incorporated. The project would result in potentially significant project-level impacts related to Biological Resources, Cultural Resources, Geology, Hydrology, Noise, and Traffic. However, **MM BIO-1**, **MM CUL-1**, **MM CUL-2**, **MM HWQ-1, MM NOI-1 to MM NOI-4, MM TRA-1, and MM TRA-2** shall be implemented as part of the project. The mitigation measures will reduce each impact to a level of less than significant. All other impacts of the project were determined either to have no impact or to be less than significant without the need for mitigation.

The following cumulative developments were identified by the City Staff and taken into consideration for the analysis within this environmental document. They are located to the south of I-10 and east of the project site.

1. **San Gorgonio Village**: This cumulative project site is located between 1st Street and 2nd Street. This cumulative project consists of a 975 seats movie theater and 85,750 square-feet of commercial use.

2. **Beaumont Shopping Center**: This cumulative project is located on the northwest corner of Highland Springs Avenue and 1st Street-Sun Lake Boulevard. This cumulative project is a 46,100 square-feet commercial use.

Cumulatively, the proposed project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the proposed project, in conjunction with other future development projects, would not result in any cumulatively considerable impacts.

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

Less than significant impact with mitigation incorporated. All potential impacts of the project have been identified. Compliance with applicable existing laws and regulations and implementation of recommended mitigation (and improvement) measures (**MM BIO-1**, **MM CUL-1, MM CUL-2**, **MM GEO-1**, **MM HWQ-1, MM NOI-1 to MM NOI-4, MM TRA-1, and MM TRA-2)** would ensure that the

project would not result in substantial adverse effects on human beings either directly or indirectly. Therefore, impacts would be less than significant and no additional mitigation measures are required.

Mandatory Findings: Mitigation Measures

Implement **MM CUL-1**, **MM CUL-2**, **MM GEO-1**, **MM HWQ-1, MM NOI-1 to MM NOI-4, MM TRA-1, and MM TRA-2**.

SECTION 3: REFERENCES

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- City of Beaumont General Plan, December 2020.
- City of Beaumont Municipal Code, October 31, 2018.
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- Federal Highway Administration (FHWA), Nation Scenic Byways and All-American Roads in California, 2021.
- Global Geo-Engineering, *Infiltration Rate,* September 11, 2018 (Appendix D).
- Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, City of Beaumont,* May 20, 2020 (Appendix A).
- Vista Environmental, *Noise Impact Analysis, City of Beaumont,* October 14, 2021 (Appendix H).

SECTION 4: LIST OF PREPARERS

Vista Environmental, Inc.
1021 Didrikson
Laguna Beach, CA 92651
714.508.4100
Phone: 714.508.4100
Fax: 714.508.4110

Project Manager .....Jakki Tonkovich
Senior Specialist.....Greg Tonkovich