BEAUMONT VILLAGE SHOPPING CENTER PROJECT
11867 BEAUMONT AVENUE

Prepared for:

City of Beaumont
Carole Kendrick, Senior Planner
550 East 6th Street Beaumont, California 92223

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

February 2024

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SECTION 1.0 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Development Review Committee on 5/7/20, 3/25/21, 6/30/22, 3/2/23, 11/2/23, and 1/25/24, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

CEQA requires the preparation of an Initial Study when a Project must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a Project, not exempt from CEQA, qualifies for a Negative Declaration (ND) or whether or not an Environmental Impact Report (EIR) must be prepared.

Section 1.0 of this Initial Study (IS) describes the purpose, environmental authorization, the intended uses of the IS, documents incorporated by reference, and the processes and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines), the City of Beaumont (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the Proposed Project.

1. Project Title: Beaumont Village Proposed Commercial Retail Center

2. Lead Agency Name: City of Beaumont
Planning Division
550 E. 6th Street
Beaumont, CA 92223

3. Contact Person: Carole Kendrick, Senior Planner
Phone Number: 951-769-8518

4. Project Location: Northwest corner of Oak Valley Parkway and Beaumont Avenue

5. Geographic Coordinates of Project Site: 33° 56’51.76” N, 116° 58’ 43.96” W

6: USGS Topographic Map: Beaumont 7.5-minute USGS Topographic Quadrangle

7: Public Land Survey System: Township 2 South, Range 1 West, Section 34

8. Thomas Guide Location: Page 690, Grid H7, San Bernardino & Riverside Counties (2013)

9. Assessor Parcel Number: 404-190-001 and 404-190-003

10. General Plan Designation: Neighborhood Commercial

11. Zoning: Commercial Neighborhood

12. Description of Project: Santiago Holdings, LLC (“Project Applicant”) is proposing the subdivision of 2 assessor's parcels, totaling approximately 10 acres, into eight parcels. Of the eight parcels, seven parcels totaling approximately 7.16 acres, are intended for various commercial uses (“Project Site”); the eighth parcel, which will be known as Remainder Parcel, is

to remain undeveloped. No change to the Remainder Parcel is proposed. Development of the seven parcels would be known as the Beaumont Village Shopping Center ("Proposed Project"). The Proposed Project is located entirely outside of the boundaries of Marshall Creek and Remainder Parcel (approximately 179,079 square-feet) would be left undeveloped to allow for a buffer between Marshall Creek and the Proposed Project. The Proposed Project includes three freestanding fast-food restaurants with drive-thru, a multi-tenant building for other small restaurants/retail uses with a drive-thru, a retail building, a car wash that uses a water recycling program, and a six-island/12 fuel dispenser fueling station with convenience store. The fueling station would include two, 20,000-gallon underground storage tanks (USTs), one single fuel tank and one split-fuel tank. It also includes a healy enhanced vapor recovery system. The Project Application is for the approval of Commercial Tentative Parcel Map (TPM) 37440 and a Conditional Use Permit (CUP) to allow four of the parcels to operate drive-thrus. Additionally, the future operator of the proposed fueling station at the southeastern corner will be requesting a separate CUP for the fueling station, including the sale of alcohol and tobacco.

13. Surrounding Land Uses and Setting: The Project Site is surrounded by vacant land to the north, south and west; single family residences to the south; and a commercial center to the east. Land uses at adjacent properties and their land use designations are shown below.

Location	Existing Use	Land Use Designation	Zoning
Site	Vacant	Neighborhood Commercial	Commercial Neighborhood
North	Vacant	Single Family Residential	Residential Single Family
South	Vacant Single Family Residences	Neighborhood Commercial Single Family Residential	Commercial Neighborhood Residential Single Family
East (City of Banning)	Oak Valley Towne Center plaza	Neighborhood Commercial	Commercial Neighborhood
West	Vacant	High Density Residential	Residential Multiple Family

14. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

None.

15. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

The City of Beaumont initiated the AB 52 consultation process on October 2, 2019. The 30-day request period for consultation expired on November 24, 2019. Five of the 19 tribal representatives responded to the initial notification letter, with two requesting consultation.

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The Proposed Project is evaluated based upon its effect on twenty (20) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the Proposed Project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the Proposed Project on the factor and its elements. The effect of the Proposed Project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

☐ *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 /Service Systems*	☐ *Wildfire*	☐ *Mandatory Findings of Significance*

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Beaumont Environmental Review Committee finds:

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

Carole Kendrick
Signature

3/04/2024
Date

Carole Kendrick
Name

Planning Manager
Title

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if substantial evidence exists that an effect may be significant. If one or more "Potentially Significant Impact" entries are marked when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significant. *Note: Instructions may be omitted from final document.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The City formally initiated the environmental process for the Proposed Project with the preparation of this Initial Study (IS). The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, project impacts related to various environmental issues either do not occur, are less than significant (when measured against established significance thresholds) or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of a Mitigated Negative Declaration (MND) for the Proposed Project. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

CEQA permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the project, and other publicly available data. The documents utilized in the IS are identified in Section 3.0 and are hereby incorporated by reference. These documents are available for review at the City of Beaumont, Community Development Department.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Beaumont is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site consists of two undeveloped and vacant parcels. It is within the boundaries of the City of Beaumont and located approximately 1.33 miles north of the State Route (SR) 79 and Interstate 10 (I-10) intersection. The Project Site is located on the northwest corner of Oak Valley Parkway and Beaumont Avenue. The Project Site is relatively flat and consists primarily of bare ground with little vegetation. The Project Site has a 2040 General Plan land use designation of Neighborhood Commercial and zoning of Commercial Neighborhood. The surrounding land use includes similar commercial development immediately to the east, scattered residential to the south, and undeveloped land to the north, south and west.

2.3 PROJECT DESCRIPTION

Santiago Holdings, LLC (Project Applicant) is proposing the subdivision of two parcels (APN: 404-190-001 and 404-190-003), totaling approximately 10 acres, into eight parcels. The Proposed Project is the development of seven of the eight parcels. The eighth parcel (approximately 179,079 square-feet) would be left undeveloped to allow for a buffer between Marshall Creek and the Proposed Project. No change to the Remainder Parcel is proposed. The Project Applicant is requesting the approval of a Tentative Parcel Map 37440 as required for new uses on vacant land, and a Conditional Use Permit (CUP) for four of the future commercial buildings to contain drive-thrus. The future operator of the six-island fueling station proposed on Parcel 3 will be requesting a separate CUP for its fueling station use, including the sale of alcohol and tobacco. The proposed development will include a maximum of 39,801 square-feet of general commercial

building area on an irregularly shaped 7.16 acres, zoned as Neighborhood Commercial. The Project Site is located at 11867 Beaumont Avenue on the northwest corner of Oak Valley Parkway and Beaumont Avenue (see Figures 1- Regional Location and Figure 2-Project Vicinity) in the City of Beaumont. The Project Site will be developed with a total of seven buildings, parking and landscaping (See Figure 3 - Site Plan).

The Proposed Project is proposed to be built in two phases. The first phase would include the development of Parcels 1 through 6 and the second phase would include the development of Parcel 7. The table below provides a breakdown of the proposed uses by building pad, building area, and required parking per City Development Code.

Proposed Land Uses and Square Feet of Building Area

Parcel/Bldg. Pad	Land Use	Building Area (Sq. Ft.)	Parking Stalls Provided/ Required
1	Drive-thru restaurant	2,600	26/26
2	Multi-Tenant Rest/Retail	7,362	45/56
3	Convenience Store with six island fueling station	3,130	22/16
4	Drive-thru Restaurant	2,800	29/28
5	Drive-thru Car Wash	3,605	17*/3
6	Drive-thru restaurant	2,304	26/24
7	Retail	18,000	95/90
	TOTALS	39,801	258/243

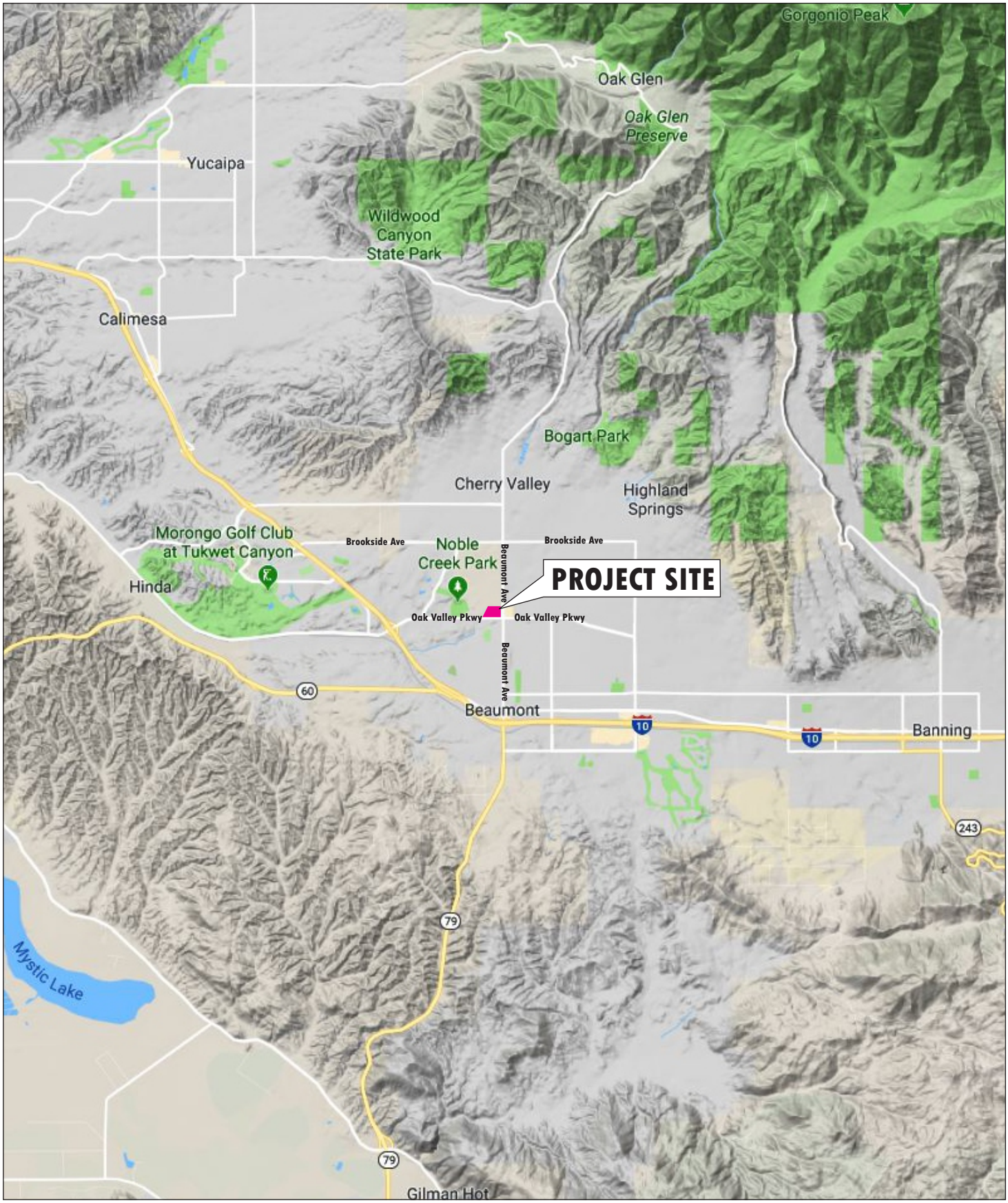
*There are 18 additional spaces not included in the count for car wash drying/vacuuming.

The Proposed Project includes drainage improvements via a subsurface storm water retention system. Currently there is a 42-inch storm drain located along Oak Valley Parkway which outlets to Marshall Creek southwest of the Project Site. Additionally, there are existing culverts along Oak Valley Parkway and Beaumont Avenue to transmit storm water flows from the creek.

Water service would be provided by the Beaumont-Cherry Valley Water District. Water service is available from a 12-inch main in Beaumont Avenue and a 10-inch and 12-inch line in Oak Valley Parkway. Sewer service would be provided by the City of Beaumont. Sewer connection for the Project Site is available through an existing 12-inch sewer line in Oak Valley Parkway.

Beaumont Avenue is currently improved with a paved roadway and asphalt sidewalk. The Proposed Project would improve Beaumont Avenue Proposed Project frontage by dedicating an additional 5 feet of right of way, and constructing new Portland cement concrete (PCC) curb, gutter, and sidewalk. Oak Valley Parkway is currently improved with a paved roadway, asphalt berm, and asphalt sidewalk. The Proposed Project would improve Oak Valley Parkway Proposed Project frontage by constructing new PCC curb, gutter, raised center median, sidewalk, and bus

turn-out along with the construction of two new PCC driveway approaches. Ingress and egress to the Project Site would be provided by two driveways on Oak Valley Parkway, and two driveways on Beaumont Avenue. Parking spaces would be located near or adjacent to the restaurants and other uses, as shown on Figure 3. The Proposed Project would include approximately 67,187 square-feet of landscaping, and would also provide bike racks.



0 1.75
Miles

LILBURN CORPORATION

REGIONAL LOCATION

Beaumont Village
City of Beaumont, California

FIGURE 1

N

0 250

Feet

Source: Lilburn Corp., July, 2019.

LILBURN CORPORATION

PROJECT VICINITY

Beaumont Village

City of Beaumont, California

FIGURE 2

IN THE CITY OF BEAUMONT

TENTATIVE PARCEL MAP NO. 37440

BEING A SUBDIVISION OF PORTION OF THE SOUTH HALF OF THE SOUTHWEST QURTER OF THE SOUTHWEST QUARTER OF SECTION 34, IN TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

NOVEMBER 2022

LEGAL DESCRIPTION

PARCEL C AS SHOWN ON LOT LINE ADJUSTMENT NO. 07-LLA-02 AS EVIDENCED BY DOCUMENT RECORDED OCTOBER 29, 2007 AS INSTRUMENT NO. 07-663184 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTH HALF OF THE SOUTHWEST QURTER OF THE SOUTHWEST QUARTER OF SECTION 34, IN TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 34 AS SHOWN ON PARCEL MAP NO. 26229, PM 173/21, RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 00°49'05" EAST 657 FEET ALONG THE WEST LINE OF SAID SECTION 34 TO THE NORTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34;

THENCE EASTERLY ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34, NORTH 89°42'10" EAST 840.87 FEET TO THE TRUE POINT OF BEGINNING.

THENCE CONTINUING EASTERLY ALONG SAID NORTH LINE, NORTH 89°42'10" EAST 482.81 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34;
THENCE SOUTHERLY ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34, SOUTH 00°46'11" WEST 208.71 FEET;

THENCE NORTH 89°42'10" EAST 35.34 FEET TO A LINE 50 FEET WEST AND PARALLEL TO THE CENTER LINE OF BEAUMONT AVENUE AS SHOWN ON PARCEL MAP NO. 26229, PM 173/21;

THENCE SOUTHERLY ALONG SAID PARALLEL LINE, SOUTH 00°14'51" EAST 371.32 FEET;

THENCE SOUTH 36°12'03" WEST 28.49 FEET TO A LINE 55 FEET NORTH AND PARALLEL TO THE CENTER LINE OF FOURTEENTH STREET, FOURTEENTH STREET CENTERLINE BEING THE SOUTH LINE OF SAID SECTION 34;

THENCE WESTERLY ALONG SAID PARALLEL LINE, SOUTH 89°43'07" WEST 970.14 FEET TO THE SOUTHWEST CORNER OF PARCEL 1 OF PARCEL MAP NO. 26229, PM 173/21;

THENCE NORTHEASTERLY ALONG THE WEST LINE OF SAID PARCEL 1, NORTH 37°50'21" EAST 766.17 FEET TO THE TRUE POINT OF BEGINNING.

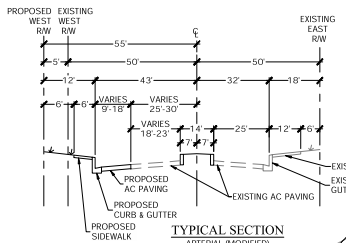
EXISTING EASEMENTS

NO KNOWN EASEMENTS PER TITLE REPORT DATED 08/29/2019 BY NORTH AMERICAN TITLE COMPANY.

LOT SUMMARY

LOT #	NET AREA	GROSS AREA
PARCEL 1	34,426 SF	44,997 SF
PARCEL 2	45,083 SF	55,582 SF
PARCEL 3	30,801 SF	54,268 SF
PARCEL 4	34,230 SF	42,892 SF
PARCEL 5	47,994 SF	60,140 SF
PARCEL 6	34,631 SF	42,529 SF
PARCEL 7	64,745 SF	64,745 SF
REMAINDER	157,668 SF	174,620 SF

TOTAL NET AREA: 449.578 SF
TOTAL GROSS AREA: 539.773 SF



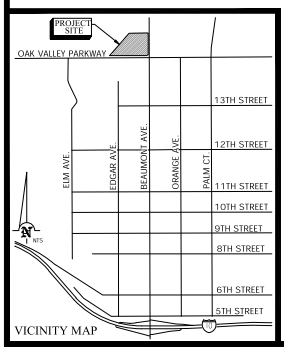
TYPICAL SECTION
ARTERIAL (MODIFIED)
BEAUMONT AVE. - FACING NORTH
NTS

LEGEND

AC	ASPHALT CONCRETE
CC	COMMERCIAL COMMUNITY
PCC	PORTLAND CEMENT CONCRETE
P.L.	PROPERTY LINE
RMF	RESIDENTIAL MULTI-FAMILY
RSF	RESIDENTIAL SINGLE-FAMILY
R/W	RIGHT-OF-WAY
SFR	SINGLE FAMILY RESIDENCE
TYP	TYPICAL

SOIL ENGINEER

REPORT DATED APRIL 7, 2020
PROJECT NO. 13627-1
AS CONDUCTED BY
LOR GEOTECHNICAL GROUP, INC.
6121 QUAIL VALLEY COURT
RIVERSIDE, CA 92507
PHONE: (951) 653-1760
FAX: (951) 653-1741



VICINITY MAP

GRAPHIC SCALE
40 0 20 40 80
1" = 40'

PROJECT NOTES

1. ASSESSOR'S PARCEL NUMBER: 404-190-001 & 003
2. EXISTING GROSS AREA: 539.773 SF = 12.39 AC
3. EXISTING NET AREA: 452.398 SF = 10.38 AC
4. PROPOSED DEDICATION: 2,820 SF = 0.06 AC
5. PROPOSED NET AREA: 449,578 SF = 10.32 AC
6. EXISTING / PROPOSED ZONE DESIGNATION: COMMERCIAL NEIGHBORHOOD
7. EXISTING LAND USE: VACANT
8. PROPOSED LAND USE: COMMERCIAL RETAIL CENTER
9. PROJECT SITE IS LOCATED WITHIN ZONE X (0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE) & ZONE AE (REGULATORY FLOODWAY)
10. A RECIPROCAL ACCESS, PARKING AND DRAINAGE EASEMENT IS PROPOSED ACROSS PARCELS 1-6
11. THE TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

SOURCE OF FLOOD LIMITS

REPORT DATED JANUARY 7, 2020
PROJECT NO. R311806.01
AS CONDUCTED BY
HUITT-ZOLLARS, INC.
2603 MAIN STREET, SUITE 400
IRVINE, CA 92614
PHONE: (949) 988-5815
FAX: (949) 988-5820

SOURCE OF NO BUILD ZONE

REPORT DATED NOVEMBER 23, 2016
FILE NO. 00547-01, DOC. NO. 16-11-710
AS CONDUCTED BY
EARTH SYSTEMS SOUTHWEST
1680 ILLINOIS AVE, SUITE 20
PERRIS, CA 92571
PHONE: (951) 928-9799
FAX: (951) 928-9948

SOURCE OF SURVEY

TOPOGRAPHIC SURVEY
DATED NOVEMBER 2017
AS CONDUCTED BY
INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVE., SUITE A
RIVERSIDE, CA 92503
PHONE: (951) 687-4252

UTILITIES:

ELECTRIC:
SOUTHERN CALIFORNIA EDISON COMPANY
287 TENNESSEE STREET
REDLANDS, CA 92373
(909) 307-6788

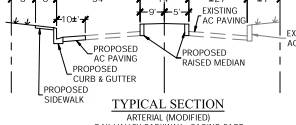
TELEPHONE:
VERIZON
9 S. 4TH STREET
REDLANDS, CA 92373
(909) 748-6640

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

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92373
(909) 335-7836

CABLE:
CHARTER COMMUNICATIONS
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
(909)634-3224

SEWER:
CITY OF BEAUMONT
550 E. 6TH STREET
BEAUMONT, CA 92223
(951)769-8518



TYPICAL SECTION
ARTERIAL (MODIFIED)
OAK VALLEY PARKWAY - FACING EAST
NTS

PROPERTY OWNER/APPLICANT:

SANTIAGO HOLDINGS, LLC
C/O CAMDEN HOLDINGS, LLC
ATTN: MR. ARI MILLER
9454 WILSHIRE BLVD., 6TH FLOOR
BEVERLY HILLS, CA 90212
(310) 553-1031

CASE NO. PM2019-0006
TENTATIVE PARCEL MAP NO. 37440
BEAUMONT VILLAGE - PROPOSED COMMERCIAL RETAIL CENTER
APN 404-190-001 & 003
NORTHWEST CORNER OF BEAUMONT AVENUE & OAK VALLEY PARKWAY
CITY OF BEAUMONT

CASC
Engineering and Consulting
1470 EAST COOLEY DRIVE
COLTON, CA 92324
PH. (909) 783-0101 FAX (909) 783-0108

REGISTERED PROFESSIONAL ENGINEER PATRICK C. FLANAGAN JR. NO. C 060046 CIVIL STATE OF CALIFORNIA

Patrick C. Flanagan, Jr. R.C.E. 86046 Exp. Sep 30, 2024

Job Number:	Date Prepared:	Drawn By:	Reference Number:
1512-0001	8/31/23	RL	1512-0001 TPM

1512-0001 TPM

SITE PLAN

Beaumont Village
City of Beaumont, California
FIGURE 3

LILBURN CORPORATION

SECTION 3.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

3.1 AESTHETICS

1.	AESTHETICS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? 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?	☐	☐	☒	☐

3.1.1 Environmental Setting

The City of Beaumont is located in north-central Riverside County, at the summit of the San Gorgonio Pass. Beaumont is bounded on the west by the City of Calimesa, on the north by the unincorporated community of Cherry Valley; on the south by the I-10 Freeway; and on the east by the City of Banning. Beaumont 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. The Project Site is surrounded by vacant land to the north, south and west; single family residences to the south; and a commercial center to the east.

3.1.2 Impact Analysis

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

Less than Significant Impact. The southern portion of the City is designated as Open Space to help preserve the scenic views within the area.[1] The Project Site is located in the northern portion of the City. It is currently vacant. The surrounding land use includes similar commercial development immediately to the east, scattered residential and vacant land to the south, and vacant undeveloped land to the north and west. Development of the Proposed Project would be consistent with Elevate Beaumont 2040 – General Plan Update (2040 General Plan) with approval of the Tentative Parcel Map and CUPs.

The Project Site has a land use designation of Neighborhood Commercial and zoning of Commercial Neighborhood (CN). The CN Zone is intended to permit development that

[1] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the 2040 General Plan.[2] The Proposed Project would provide the general area with compatible commercial services. The maximum height of any building shall not exceed 50 feet, as is required within the CN Zone. The Proposed Project would be anticipated to change the general aesthetics of the area as the two parcels are currently vacant; however, it would not obstruct natural scenic views or vistas. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Project Site is not adjacent to or near any State-eligible or Officially designated State Scenic Highway.[3] The nearest designated State Scenic Highway is SR 243 (*Banning-Idyllwild Panoramic Highway*), which is approximately 6 miles southeast of the Project Site. The Proposed Project would be required to comply with development standards applicable to the CN Zone, such as providing a minimum front yard setback of twenty-five (25) feet and maximum building height of 50 feet, to reduce aesthetic/visual resource impacts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Development of the Proposed Project would not cause damage to the existing visual character or quality of the Project Site or its surroundings. The Proposed Project would be consistent with the 2040 General Plan designation of Neighborhood Commercial with approval of the CUPs. It would enhance the surrounding community with commercial uses. The surrounding properties are either vacant or developed for commercial and residential uses. The general area consists of residential development and commercial centers. The Proposed Project would maintain similar aesthetics and building design as the surrounding establishments. In addition, per Beaumont Municipal Code Section 17.06.040, the Project Applicant would be required to plant single trunk, low branching trees in windy areas and design, where possible, north/south oriented parking areas to provide maximum shade.[4] Compliance to this code will improve and maximize the landscaping within the off-street open parking areas to provide 30% or more shade coverage in ten years, adding aesthetics to the area. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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[2] City of Beaumont. Zoning Code Amendment Final. https://www.beaumontca.gov/DocumentCenter/View/36838/Zoning-Code-Amendment-Final

[3] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.1-4-Scenic Highways and Roadways. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

[4] City of Beaumont. Zoning Code Amendment Final. http://www.beaumontca.gov/DocumentCenter/View/36838/Zoning-Code-Amendment-Final

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. Development of the Proposed Project would take place on parcels that are currently vacant. City's Municipal Code prohibits construction activities within one-quarter mile of an occupied residence or residences other than:

- between the hours of 6:00 AM and 6:00 PM during the months of June through September and
- between the hours of 7:00 AM and 6:00 PM during the months of October through May.

The use of any lighting required during construction would be limited to these hours. Permanent lighting installed for the Proposed Project will be directed away from sensitive receptors. The nearest sensitive receptor is the single-family residence located approximately 85 feet south of the Project Site and the multi-family residential dwelling units located approximately 85 feet northeast of the Project Site. The general area is already lit from existing surrounding land uses, including the commercial center to the east, and residential development to the south and southeast. There are existing street lights present along Oak Valley Parkway and Beaumont Avenue near the Project Site. The Proposed Project would be required to conform to Chapter 8.5 of the City Municipal Code, which establishes height limit, lamp power limit, lighting curfew and maximum lumen and shielding for commercial/industrial zones. Therefore, the Proposed Project would not generate a significant amount of light and glare when compared to the surrounding area. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.2 AGRICULTURE & FORESTRY RESOURCES

2.	**AGRICULTURE & FOREST 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 Department 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:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(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 nonagricultural 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 nonagricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The Project Site is in the northeastern portion of the City of Beaumont. The Project Site has a 2040 General Plan land use designation of Neighborhood Commercial and zoning of Commercial Neighborhood (C-N). It is neither considered useful for agriculture nor is it within an existing zone for forest land or farmland. Although the vacant site and the surrounding land are considered to be generally suitable for agricultural uses, no properties within the current City of Beaumont limits are zoned for agricultural uses.

3.2.2 Impact Analysis

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

Less than Significant Impact. The Project Site is identified as "Farmland of Local Importance."[5] Farmland of Local Importance is categorized as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In Riverside County, "Farmland of Local Importance" includes land on which:

- Soils that would be classified as Prime and Statewide but lack available irrigation water. Lands planted to dryland crops of barley, oats, and wheat.
- Lands producing major crops for Riverside County but are not listed as Unique crops.
- Dairy lands, including corrals, pasture, milking facilities, and hay and manure storage areas if accompanied with permanent pasture or hay land of 10 acres or more.
- Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands. Lands planted to jojoba that are under cultivation and are of producing age.

However, the Project Site is currently vacant and disturbed and does not meet any of the "Farmland of Local Importance" criteria. Furthermore, the California Department of Conservation Farmland Mapping and Monitoring Program does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project Site.[6] No conversions of any agricultural resources would occur. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigations are required.

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

No Impact. The Project Site is not under a Williamson Act Contract. There are no lands with active Williamson Act contracts within the City as of the date of preparation of the General Plan 2040 Draft PEIR.[7] Additionally, the Project Site is currently zoned Commercial Neighborhood. The Proposed Project would not conflict with existing zoning for agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources*

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[5]Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Accessed July 13, 2021.

[6] Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Accessed July 13, 2021.

[7] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.2-3. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The City does not have a zoning designation for, nor does it contain forestry-related timberland or timberland production sites within city limits.[8] Furthermore, the Project Site has a current zoning of Commercial Neighborhood. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Project Site is currently vacant and has been subject to historic human disturbances, evidenced by signs of tire tracks and disking. The habitat on the Project Site consists primarily of non-native, ruderal vegetation and non-native grasses. The ruderal vegetation present within the Project Site consists of low-growing perennial plants and some taller trees. It would not be considered forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. The 2040 General Plan does not include any lands designated as forest land within the General Plan area. Therefore, no loss of forest land or conversion of forest land to non-forest use will result from the implementation of the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?*

No Impact. The Project Site is currently vacant with the exception of two concrete foundations. No current agricultural uses exist on-site. The Proposed Project would not result in the conversion of agricultural land or farmland to a non-agricultural or farmland use. No forest land exists on or in the vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.3 AIR QUALITY

3.	**AIR QUALITY. (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:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(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?	☐	☐	☒	☐

[8] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.2-19. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

3.	**AIR QUALITY.** **(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:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(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?	☐	☐	☒	☐

3.3.1 Environmental Setting

The City of Beaumont is located in the eastern portion of the South Coast Air Basin (SCAB). The SCAB is bounded by the San Jacinto, San Gabriel and San Bernardino Mountain Ranges. The primary source of air pollution affecting the City are pollutants transported by wind from urbanized areas located west towards Los Angeles.

3.3.2 Impact Analysis

An Air Quality, Global Climate Change, TAC and Energy Impact Analysis, dated February 7, 2023, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix A). The Air Quality section of the report is summarized herein.

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

Less Than Significant Impact. The Project Site is located in the SCAB. The SCAQMD has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. In May 2022, the SCAQMD completed the 2022 Draft AQMP. The 2022 Draft AQMP is focused on attaining the 2015 8-hour ozone standard (70 ppb) for the SCAB and Coachella Valley. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP was adopted December 2, 2022, by SCAQMD Governing Board. The 2022 AQMP was approved and adopted by CARB on January 26, 2023.

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 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency

with applicable regional plans under CEQA For this project, the City of Beaumont Land Use Plan defines the assumptions that are represented in the AQMP.

The Project Site is currently designated as Neighborhood Commercial on the City of Beaumont General Plan Zoning Map and Land Use Map. Per the City's General Plan Neighborhood Commercial land uses can include a range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic. The Proposed Project is the development of the Project Site with a total of 39,801 square feet of various commercial uses including 10,504 square feet of fast-food restaurants with drive-thru window, a 12 fueling position service station with a 3,130 square foot convenience market, a 3,605 square foot express car wash, and 22,562 square feet of strip retail plaza land uses. Therefore, the proposed project 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.

No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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

Less than Significant Impact. CalEEMod (Version 2022.1.1.3) was utilized to estimate the on-site and off-site construction emissions. CalEEMod does not have a car wash land use available in its database; therefore, the car wash portion of the Proposed Project was modeled as an Automobile Care Center (Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021, Land Use Code 942), as this is the closest land use to a car wash available. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM_{10} and $PM_{2.5}$). Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Construction Emissions

Construction activities associated with the Proposed Project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the Proposed Project were obtained from the Project Applicant. The phases of the construction activities which have been analyzed below for each phase are: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. The construction-related criteria pollutant emissions for each phase are shown below in Table 1. Table 1 shows that none of the Proposed Project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the Proposed Project.

Table 1
Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emission[1,2]	25.39	29.39	38.98	0.07	3.30	1.84
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.3.
(1) Includes both on-site and off-site emissions. On-site emissions are from equipment operated on-site that is not operated on public roads. On-site site preparation and grading PM-10 and PM-2.5 emissions show compliance with SCAQMD Rule 403 for fugitive dust
(2) Construction, painting and paving phase may overlap.

SCAQMD Rules and Regulations

During construction and operation, the Proposed Project must comply with applicable rules and regulations. The following are rules that the Project Applicant and Contractor will be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 461

Applies to transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank, and from any stationary storage tank into any motor vehicle fuel tank. The rule includes a variety of equipment and operation requirements, self-compliance program requirements, and testing, reporting, and recordkeeping requirements.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

(1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.

(2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.

(3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the SCAB. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Proposed Project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the Proposed Project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1138

This rule applies to owners and operators of commercial cooking operations, preparing food for human consumption. The rule requirements currently apply to chain-driven charbroilers used to cook meat. All other commercial restaurant cooking equipment including, but not limited to, under-fired charbroilers, may be subject to future rule provisions. The rule states that operation of a new chain-driven charbroiler after November 14, 1997, must be equipped and operated with a catalytic oxidizer control device and this combination charbroiler/catalyst has to be tested and certified by the Executive Officer.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

Operational Emissions

The operations-related criteria air quality impacts created by the Proposed Project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2025, which is the anticipated opening year per the Beaumont Village Traffic Impact Analysis (TIA) prepared by Ganddini Group, Inc. (January 18, 2023) for the Proposed Project. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources. The TIA found that the Proposed Project will generate approximately 4,095 total trips per day (includes pass-by trip reductions).

The worst-case summer or winter criteria pollutant emissions created from the Proposed Project's long-term operations have been calculated and are shown below in Table 2.

Table 2
Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Total Emissions	16.60	9.42	73.70	0.14	4.74	0.96
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1.1.3; the higher of either summer or winter emissions

The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

No significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact.

Construction-Related Local Impacts

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

The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment.

The maximum number of acres disturbed in a day would be 2.5 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). 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. The emission thresholds were calculated based on the San Gorgonio Pass source receptor area (SRA) 29 and a disturbance value of two acres per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Proposed Project include the single-family detached residential dwelling units located approximately 85 feet (~26 meters) south and the multi-family residential dwelling units located approximately 85 feet (~26 meters) northeast of the Project Site; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table 3 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table 3
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Site Preparation	1.27	1.91	0.06	0.06
Grading	20.00	19.70	3.70	2.21
Building Construction	11.80	13.20	0.55	0.51
Paving	6.87	8.89	0.33	0.30
Architectural Coating	0.91	1.15	0.03	0.03
SCAQMD Thresholds[1]	149	1,541	10	6
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 meters in SRA 29 Banning Airport.

(1) The nearest sensitive receptors to the Proposed Project include the single-family detached residential dwelling units located approximately 85 feet (~26 meters) south and the multi-family residential dwelling units located approximately 85 feet (~26 meters) northeast of the Project Site; therefore, to be conservative, the 25 meter threshold was used. Note: The Proposed Project will disturb up to a maximum of 2.5 acres a day during grading.

As shown in Table 3, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors.

Construction-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the Proposed Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of Proposed Project construction are not anticipated.

Construction-Related Toxic Air Contaminant (TACs) Impacts

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (August 2003),10 health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 13 months), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Proposed Project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The Proposed Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize

emissions of TACs during construction. The Proposed Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

Operations-Related Local Air Quality Impacts

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

Local CO Emission Impacts from Proposed 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.

The TIA showed that the Proposed Project would generate a maximum of approximately 4,095 daily vehicle trips. The intersection with the highest traffic volume is located at Beaumont Avenue and Proposed Project Driveway and has an Opening Year (2025) With Project AM peak hour volume of 1,289 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed, and no significant long-term air quality impact to local air quality is anticipated with the on-going use of the Proposed Project.

Local Air Quality Impacts from On-Site Operations

Proposed Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the Project Site vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors to the Proposed Project include the single-family detached residential dwelling units located approximately 85 feet (~26 meters) south and the multi-family residential dwelling units located approximately 85 feet (~26 meters) northeast of the Project Site.

Table 4 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Proposed Project-related new mobile sources. The data provided in Table 4 shows that the on-going operations of the Proposed Project would not exceed SCAQMD local operational thresholds of significance discussed above. 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.

Table 4
Local Operational Emissions at the Nearest Receptors

Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Area Sources[2]	0.01	1.73	0.01	0.01
Energy Usage[3]	0.41	0.35	0.03	0.03
Vehicle Emissions[4]	0.90	7.16	0.47	0.09
Total Emissions	0.01	9.24	0.51	0.13
SCAQMD Thresholds[5]	236	2,817	6	3
Exceeds Threshold?	**No**	**No**	**No**	**No**

(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres to be conservative, in SRA 29.
(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
(3) Energy usage consists of emissions from on-site natural gas usage.
(4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
(5) The nearest sensitive receptors to the Proposed Project include the single-family detached residential dwelling units located approximately 85 feet (~26 meters) south and the multi-family residential dwelling units located approximately 85 feet (~26 meters) northeast of the proposed Project Site; therefore, the 25 meter threshold was used.

Operations-Related Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the Proposed Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of Proposed Project operation are not anticipated.

Operations-Related Toxic Air Contaminant Impacts

The Proposed Project includes the construction and operation of a 12-fuel pump gas station which is not anticipated to exceed over 4 million gallons of throughput annually. The closest sensitive receptors to the proposed service station are located at a distance of approximately 195 feet (~59 meters) from the underground storage tanks and approximately 208 feet (~63 meters) from the service station canopy.

The fuel pump portion of the Proposed Project will be permitted by SCAQMD and fuel-related emissions will be regulated by the SCAQMD Rule 461 and required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. SCAQMD Rule 461 provides maximum VOC limits of 0.15 pounds of VOC per 1,000 gallons from the loading of gasoline into storage tanks (Phase I) and 0.38 pounds of VOC per 1,000 gallons from the dispensing of gasoline into vehicle fuel tanks (Phase II) for a total of 0.53 pounds of VOC per 1,000 gallons of gasoline. At an estimated 4 million gallons per year of throughput, the VOC emissions associated with the proposed gasoline facility would be approximately 5.81 pounds per day. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible.

Using 4 million gallons per year of throughput for this gasoline-dispensing facility (as the actual throughput is unknown at this time), using the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 21213 and the SCAQMD Permit Application Package "N"14 and a downwind distance of 50 meters, to be conservative, in the Banning area, the residential cancer risk for the closest residential receptors is 6.812 in a million, which would not exceed the SCAQMD 10 in a million Maximum Incremental Cancer Risk (MICR) threshold. As such, the Proposed Project will not be a significant source of TAC or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution. Therefore, the Proposed Project will not result in significant Localized Operational emissions-related impacts.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less Than Significant Impact.

Construction

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Diesel exhaust and VOCs would be emitted during construction of the Proposed Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the Proposed Project.

Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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, 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 native wildlife nursery sites?	☐	☐	☒	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

3.4.1 Environmental Setting

The General Plan Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs with an elevation range of approximately 2,500-3,000 feet above sea level. The majority of land cover within the Planning Area is developed. Historically, disturbance of the Planning Area's native vegetation and wildlife has been primarily due to activities associated with cultivation/agriculture. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland.[9]

[9] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

3.4.2 Impact Analysis

In February 2018, a Biological Resources Assessment (BRA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared for the Proposed Project by Jericho Systems, Inc. (Jericho). An updated Biological Resources Assessment, Jurisdictional Waters Assessment, and Burrowing Owl Habitat Survey report (see Appendix B for report), dated March 30, 2021, was prepared by Jericho to provide information for both the 2018 and 2021 efforts and document any changes in literature reviews or site conditions that may have occurred between the 2018 and 2021 efforts. A Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, dated March 30, 2021, was prepared to demonstrate that the Proposed Project complies with MSPHCP policies (see Appendix C for report). A Biological Resources Assessment and Western Riverside MSHCP Updated letter (see Appendix D for letter), dated February 17, 2023, and updated November 27, 2023, was prepared for the Project Site by Jennings Environmental, LLC (Jennings) to determine the current site conditions at Project Site and document any changes from the previous studies.

a) *Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as 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 with Mitigation Incorporated. According to the California Natural Diversity Database (CNDDB), California Native Plant Society's Electronic Inventory (CNPSEI), and other relevant literature and databases, 34 sensitive species including 5 listed species and 1 sensitive habitat, have been documented in the Beaumont quad. This list of sensitive species and habitats includes any State and/or federally-listed threatened or endangered species, California Department of Fish and Wildlife (CDFW) -designated Species of Special Concern (SSC), and otherwise Special Animals. "Special Animals" is a general term that refers to all of the taxa the CNDDB is interested in tracking, regardless of their legal or protection status. This list is also referred to as the list of "species at risk" or "special status species." The CDFW considers the taxa on this list to be those of greatest conservation need.

Based on Jenning's literature review and personal observations made in the immediate vicinity, no State and/or federally-listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented to occur on-site in the relevant databases. No other sensitive species were observed within the Project Site or buffer area.

The habitat on-site consists of disturbed ruderal vegetation. The entire proposed development area (7.16 acres) is within the ruderal vegetation classification. The site shows signs of recent vegetation management in the form of mowing as well as pedestrian traffic. Plant species observed on-site are: wall barley (*Hordeum murinum*), London rocket (*Sisymbrium irio*), common stork's bill (*Erodium cicutarium*), Menzie's fiddleneck (*Amsinckia menziesii*), slender wild oat (*Avena barbata*), cheese weed (*Malva parviflora*), and eucalyptus (*Eucalyptus camaldulensis*). Animal species observed or otherwise detected on or in the vicinity of the Project Site during Jenning's surveys include; common raven (*Corvus corax*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), and house sparrow (*Passer domesticus*).

Burrowing Owl Protocol Survey Results

As per Section 6.3.2 of the MSHCP, a habitat suitability assessment for burrowing owls was conducted in 2018. The 2018 survey identified that the Project Site and immediate vicinity contain suitable habitat for this species for the following reasons:

- The site and immediate vicinity contains areas of short, sparse vegetation;
- The site contains well-drained, friable soils;
- Several appropriately sized mammal burrows were observed within the Project Site during the survey.

The 2021 survey resulted in the same findings as the 2018 survey. The 2018 field review observed several appropriately sized mammal burrows, but no burrowing owls were found to occupy the burrows during the field surveys performed. During the 2021 field survey, several appropriately sized mammal burrows were observed, but no burrowing owls or sign of burrowing owl, such as molted feathers, whitewash, cast pellets or prey remains, were found at or in the burrows during the field surveys.

As stated in the 2023 update letter, the Project Site appears to be largely unchanged from the previous reports and surveys. The site is still vacant, and the habitat is ruderal/disturbed vegetation. The previous reports did indicate that the site is suitable for BUOW, and that condition remains on site. The likelihood of burrowing owls occurring on the Project Site is considered low, and the species is currently assumed absent. However, Mitigation Measure BIO-1 shall be implemented to ensure impacts to burrowing owls are reduced to a less than significant level.

Nesting Birds

The federal Migratory Bird Treaty Act (MBTA) of 1918 provides protection for nesting birds that are both residents and migrants. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The United States Fish and Wildlife Service (USFWS), in coordination with the CDFW administers the MBTA. CDFW's authoritative nexus to MBTA is provided in FGC Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State. Vegetation suitable for nesting birds does exist within and adjacent to the Project Site and most birds are protected by the MBTA. Mitigation Measure BIO-2 shall be implemented to avoid any adverse impacts to nesting birds.

Mitigation Measure BIO-1:

Pre-construction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012 or most recent version). Pre-construction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation. If the pre-construction surveys confirm occupied burrowing owl habitat, Project

activities shall be immediately halted. The California Department of Fish and Wildlife (CDFW) shall be notified of burrowing owl survey results within 48 hours of detection. The qualified biologist shall coordinate with CDFW and U.S. Fish and Wildlife Service to conduct an impact assessment to develop avoidance and minimization measures to be approved by CDFW prior to commencing Project activities.

Mitigation Measure BIO-2:

Regardless of the time of year, nesting bird surveys shall be conducted by a qualified avian biologist within three days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To minimize impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

With implementation of Mitigation Measures BIO-1 and BIO-2, impacts will be reduced to a less than significant level.

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

Less than Significant Impact. The vegetation type within the Project Site and surrounding area is California Annual Grassland Alliance, California Buckwheat Alliance, Riverine or Lacustrine flats, and Scalebloom. According to the database searches, no sensitive habitat, including USFWS designated critical habitat, occurs within or adjacent to the Project Site.

Marshall Creek is an intermittent stream that flows generally northeast to southwest immediately north of the Project Site and converges with Noble Creek, approximately 1.5 miles southwest (downstream) of the Project Site. Marshall Creek traverses the western and northern areas of APN 404-190-001. It is generally characterized as an unimproved, meandering wash that is approximately 112 feet wide and has a defined bed and bank. The Project Site is not located within an area mapped for Riparian/Riverine/Vernal. Impacts to riparian resources are not anticipated because no evidence of any soils, plants or features that meet the definition of Riparian/Riverine Vernal Pool resources as outlined in 6.1.2 of the MSHCP occurs on site. In addition, there will be no site grading impacts to the creek bank. The Proposed Project is designed to be located entirely outside of the boundaries of Marshall Creek and the Remainder Parcel would be left undeveloped to allow for a buffer between Marshall Creek and the Proposed Project. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Prior to the field work and reports prepared, a variety of reference materials relevant to the Project Site were reviewed during the course of the delineation of jurisdictional resources, including historical and current aerial imagery, Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM), National Oceanic & Atmospheric Administration (NOAA) climate data, USFWS National Wetland Inventory (NWI) and EPA Water Program "My Waters" data layers and United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) web soil survey. In January and February 2018, the Project Site was assessed for State and /or federal jurisdictional waters that are subject to Sections 404 and 401 of the federal Clean Water Act (CWA) regulated by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) respectively; and/or Section 1602 of the California Fish and Game Code (FCG) administered by the CDFW and Riverine/Riparian and Vernal Pool habitat subject to Section 6.1.2 of the MSHCP.

The RWQCB maintains jurisdiction over all waters of the State, including wetlands. For the purposes of Porter-Cologne, the methods used to determine federal jurisdiction over non-wetland waters were also used to determine the extent of RWQCB jurisdiction over non-wetland waters within the property. Evaluation of FGC Section 1600 Streambed Waters followed guidance in the Mapping Episodic Stream Activity (MESA) protocols [MESA Field Guide], pursuant to which CDFW claims jurisdiction beyond traditional stream banks and the outer edge of riparian. An area may be characterized as riparian based on its vegetative composition, but not meet the criteria of being federal or state jurisdictional water.

Marshall Creek is an intermittent stream that flows generally northeast to southwest immediately north of the subject property and converges with Noble Creek. As discussed previously, the Proposed Project will not impact Marshall Creek or any of its features. There are no impacts to vernal pools because none exist on site, and the soil type on site does not support the potential for vernal pools.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Project Site is not within or adjacent to any area that meets the definition of an urban/wildland interface. It is surrounded by vacant land to the north, south and west; single family residences to the south; and a commercial center to the east. Regionally, it is surrounded by public facilities, commercial and residential development, and roads. It would not be suitable for facilitating the movement of any native resident or migratory fish or wildlife species. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. Currently, the City of Beaumont does not have a heritage or protected tree ordinance. However, a permit is required to remove or trim trees that are of the fruit or nut variety or within public right-of-way (Beaumont, Code of Ordinances Chapter 12.20). There are a number of trees on the Project Site, but none are fruit or nut trees. Because there is no heritage tree protection ordinance in the City of Beaumont, the Proposed Project will not impact heritage trees. No impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant with Mitigation Incorporated. The Project Site is located within the Western Riverside County MSHCP. The purpose of the MSHCP Consistency Analysis report is to summarize the updated biological data for the subject parcels and to document consistency with the goals and objectives of the Western Riverside County MSHCP.

Reserve Assembly Analysis

The Project Site is not located or mapped within or adjacent to any criteria cells or cell groups. The Proposed Project will not directly or indirectly impact any Public Quasi-Public (PQP) lands because the Project Site is not located with PQP Lands nor is the Project Site near PQP lands.

Riparian/Riverine/Vernal Pools

There would be no impact to riparian resources because no evidence of any soils, plants or features that meet the definition of 6.1.2 of the MSHCP occurs on site.

There are no impacts to vernal pools because none exist on site, and the soil type on site does not support the potential for vernal pools.

No habitat features suitable for fairy shrimp exist on site. Therefore, evaluations for the presence of fairy shrimp were not warranted or required.

No habitat features suitable for any riparian birds exist on site, nor within Marshall Creek or around Marshall Creek. Therefore, evaluations for the presence of riparian birds were not warranted or required.

Narrow Endemic Plant Species

The MSHCP identifies the potential presence for a number of endemic plant species. The Proposed Project is located within a Narrow Endemic Plant Species Survey Area based on Figure 6-1 of the MSHCP. The Project Site occurs partially within a predetermined Survey Area for two (2) MSHCP narrow endemic plant species including Marvin's onion and many-stemmed dudleya. Marvin's onion is not expected to occur on-site due to a lack of suitable habitat, including suitable clay and clay associated substrates, in conjunction with historic and ongoing disturbance on the Site. Many-stemmed dudleya is not expected to occur on-site due to a lack of suitable habitat, including suitable clay and clay associated substrates. No impacts to Yucaipa onion or many-stemmed dudleya are anticipated.

Additional Survey Needs and Procedures

Burrowing Owl

As summarized above, the results of the surveys performed in 2018 and 2021 were that no burrowing owls or recent or historic sign (molted feathers, whitewash, cast pellets or prey remains, or whitewash) were observed during the habitat assessment or the protocol surveys. There were no changes observed during the 2023 updated survey and report. Mitigation Measure BIO-1 shall be implemented to ensure impacts to burrowing owls are reduced to a less than significant level.

Species Not Adequately Covered

As described in Section 2.1.4, of the 146 Covered Species addressed in the MSHCP, 118 species are considered to be adequately conserved. The remaining 28 Covered Species will be considered be adequately conserved when certain conservation requirements are met as identified in the species-specific conservation objectives for those species. For 16 of the 28 species, particular species-specific conservation objectives, must be satisfied to shift those particular species to the list of Covered Species Adequately Conserved. For the remaining 12 species, a Memorandum of Understanding must be executed with the Forest Service that addresses management for these species on Forest Service Land in order to shift these species to the list of Covered Species Adequately Conserved.

The Project Site does not contain the appropriate habitats for any of these species. There is no occurrence potential for any of these species to occur within the Project Site.

Information on Other Species

Delhi Sands Flower Loving Fly

The Project Site does not fall within the Delhi soils mapped within the MSHCP baseline data.

Species Not Adequately Conserved

MSHCP Table 9-3 identifies 28 species where requirements must be met for those to be considered not adequately conserved. None of the species listed in the MSHCP Table 9-3 occur on or near the Project Site. Therefore, no further action is required.

Urban/Wildlands Interface

The MSHCP Section 6.1.4 Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area, where applicable. The Project Site is not in proximity to any MSHCP Conservation Areas. The Project Site is adjacent to Marshall Creek, which flows to Noble Creek (part of Proposed Constrained Linkage 22).

Drainage

The Proposed Project's stormwater should be directed to a stormwater basin on the Project Site. The basin shall be designed in accordance with all federal, state, regional, and local standards and regulations concerning water quality. These measures will assure that the project stormwater discharges are no greater in volume and velocity than current undeveloped conditions and that the water leaving the site complies with all applicable water quality standards. No drainage/runoff from the site shall flow directly into Marshall Creek.

Toxics

According to the MSHCP, measures shall be incorporated to ensure that application of chemicals do not result in discharge to the MSHCP Conservation Area. During the construction of the Proposed Project, construction activities have the potential to cause release of toxics that could impact the MSHCP Conservation Area. To address these potential short-term impacts, the Proposed Project is required to stage construction operations as far away from Marshall Creek to the maximum extent feasible. These mitigation measures will be imposed by the County of Riverside.

Lighting

The Proposed Project is not anticipated to significantly increase lighting and glare. All light sources will be designed with internal baffles to direct the lighting towards the ground and the developed areas and have a zero-side angle cut off to the horizon. All lighting will be consistent with County of Riverside's Light Pollution Ordinance and the MSHCP.

Noise

As concluded in Section 3.13 below, the Proposed Project is not anticipated to result in significant increases in noise levels with implementation of Mitigation Measure N-1 (see Section 3.13).

Mitigation Measure BIO-3 shall be implemented to address potential indirect impacts to Marshall Creek. Additionally, the Project Site is not located within a Criteria Cell. Therefore, the MSHCP guidelines pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators do not apply.

As stated in the 2023 update letter, the Proposed Project is consistent with the MSHCP as also documented in the previous reports and will not interfere with the MSHCP meeting its conservation goals.

Mitigation Measure BIO-3: Best Management Practices

1. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
3. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.
4. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
5. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

6. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
7. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
8. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
9. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
10. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
11. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

Implementation of Mitigation Measures BIO-1 to BIO-3 will ensure that the Proposed Project remains in compliance with the MSHCP.

3.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

The cultural remains of the Native American Cahuilla peoples and the early Euro-American peoples have been found in multiple locations throughout the City of Beaumont. As such, the Project Site is considered sensitive for buried cultural resources.

3.5.2 Impact Analysis

A Historical/Archaeological Resources Survey Report, dated March 2, 2018, was prepared by CRM TECH for the Project Site (see Appendix E). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the Proposed Project would cause substantial adverse changes to any "historical resources" or "tribal cultural resources," as defined by CEQA, that may exist in or around the Project Site.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire Project Site.

Records Search

No previous cultural resources particular to the Project Site had been recorded prior to the Historical/Archaeological Resources Survey Report, and no cultural resources were previously recorded within or adjacent to the Project Site. According to the EIC records, 55 percent of the land within a one-mile radius of the Project Site has been previously surveyed, resulting in the identification of 98 historical/archaeological sites. None of the 98 previously recorded sites were of prehistoric origin. The vast majority (94 out of 98) of the sites were historic-period buildings in Beaumont's downtown area. None of the sites were recorded in the immediate vicinity of the Project Site and none were found to require further consideration during the study.

Historical Background

Historical maps and aerial photographs reveal the gradual development of rural settlement pattern in the Project Site vicinity since the late 19th century. During the 1870-1880s, the only manmade features known to be present in the vicinity were a few roads and trails that were noted at least a half-mile from the Project Site. Sometime between 1898 and 1939, at least one building was constructed in the southeastern corner of the Project Site. Over the next decade, four more buildings were added on the property, all of them along the eastern boundary. In 1966, the Project Site evidently contained two rural residential complexes, one at the intersection of Beaumont Avenue and 14th Street, in the southeastern corner of APN 404-190-001 and the other directly to the north, on the much smaller APN 404-190-003. After that, the buildings were gradually removed, and by 1996, none of them remained on the Project Site. Since then, the Project Site has remained vacant.

Field Survey

The Project Site was intensively surveyed on foot by walking a series of north-south parallel transects spaced approximately 50 feet apart. The field survey confirmed that none of the

buildings depicted in the Project Site by the historic maps and aerial photographs remains extant, and most of them have left no identifiable remains. The remnants of a concrete slab foundation were observed near the southeastern corner of the Project Site, at the location of one of the two residential complexes shown in the 1966 aerial photograph, while a few fragments of broken concrete were noted along the northern project boundary, near the location of the other residential complex.

No historic-period artifacts were found at or near either of these locations. Instead, modern refuse such as rusted automobile parts was observed over much of the property, but none of the items is of any historical/archaeological interest. Without a substantial deposit of associated historic-period artifacts, the fragmented structural remains surviving in the Project Site have little potential to be considered historically significant.

CRM TECH concludes that the Proposed Project would have no impacts to cultural resources. However, a standard unanticipated discovery measure, presented below, shall be implemented in the event of a discovery of cultural resources during the execution of the Proposed Project.

Mitigation Measure CR-1:

A qualified archaeologist shall oversee excavations in the younger alluvial deposits during the first two days of ground disturbance. If the archaeologist determines it necessary, an archaeological monitoring program shall be implemented. The monitoring program shall be in accordance with current professional guidelines and protocols. The program should be flexible and account for changes in findings by treating resources in a professional manner and evaluated in accordance with current CEQA criteria. Compliance shall be ensured by the qualified Archaeologist and the City.

With implementation of Mitigation Measure CR-1, the Proposed Project would not substantially change the significance of historical resources.

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

On December 20, 2017, CRM TECH submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's sacred lands file. In response to CRM TECH's inquiry, the NAHC reported in a letter dated January 4, 2018, that the sacred lands record search identified no Native American cultural resources within the Project Site but recommended that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region. Upon receiving the NAHC's response, CRM TECH sent written requests for comments to 33 of the 35 individuals on the referral list and the organizations they represent. Responses of tribal representatives are summarized in Section 3.18-Tribal Cultural Resources.

As stated previously, 55 percent of the land within a one-mile radius of the Project Site has been previously surveyed, resulting in the identification of 98 historical/archaeological sites. None of the 98 previously recorded sites were of prehistoric origin. No potential tribal cultural resources were encountered within or adjacent to the Project Site during the field survey.

Mitigation Measure CR-1 identified above would address potential impacts associated with unanticipated archaeological finds.

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

Less than Significant with Mitigation Incorporated. The discovery of human remains is always a possibility during ground disturbing activities. To ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

Mitigation Measure CR-2:

If, at any time, human remains or suspected human remains are identified within the Project Site, the Contractor will halt work in the immediate vicinity of the find and establish a buffer zone around the find. If the archaeological consultant is on-site, the archaeological consultant will oversee the level of protection. The City will be immediately notified and the City will contact the County Coroner (within 24 hours). The Coroner has the authority to examine the find in situ and make a determination as to the nature of the find:

a) If the remains are determined to be human, the Coroner will determine whether or not they are likely of Native American origin. If so, the Coroner will contact the Native American Heritage Commission and the Commission will name the Most Likely Descendent (MLD). In consultation between the City, Property Owner, MLD, and consulting archaeologist, the disposition of the remains will be defined. If there is a conflict, the Native American Heritage Commission with act as a mediator.

b) If the remains are determined to be archaeological, but not of Native American origin, the City, Property Owner and archaeological consultant will determine the management of the find and the removal from the site. The Property Owner would be responsible for any costs related to the removal, analysis, and reburial.

c) If the remains are determined to be of forensic value, the Coroner will arrange for the removal of the remains and oversee the analysis and disposition.

With implementation of Mitigation Measure CR-2, the Proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries.

3.6 ENERGY

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

3.6.1 Environmental Setting

Energy efficiency can reduce the demand for electricity generation. California has implemented energy efficiency standards and programs, resulting in annual increases of conservation savings for electricity. Energy conservation state laws, like Title 24 of the California Administrative Code and Uniform Building Code, will be enforced by the City of Beaumont.

3.6.2 Impact Analysis

An Air Quality, Global Climate Change, TAC and Energy Impact Analysis, dated February 7, 2023, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix A). The Energy section of the report is summarized herein.

a) *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?*

Less than Significant Impact.

Construction

The construction schedule is anticipated to start no sooner than the beginning of December 2023 with completion by early January 2025. Staging of construction vehicles and equipment will occur on-site. The approximately thirteen-month schedule is relatively short.

Electricity

Electrical service during construction and operations will be provided by Southern California Edison (SCE). The Proposed Project plans to develop the site with a total of 39,801 square feet of various commercial uses. Short-term electricity usage from Proposed Project construction related activities is estimated to be approximately 9,480 kWh.[10]

Equipment Fuel Estimates

Table 5 shows the results of the analysis of construction equipment. As presented in Table 5, Proposed Project construction activities would consume an estimated 28,941 gallons of diesel fuel. As stated previously, Proposed Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

[10] Ganddini Group, Inc. Air Quality, Global Climate Change, TAC, and Energy Impact Analysis. February 7, 2023.

Table 5
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Site Preparation	5	Tractors/Loaders/ Backhoes	1	8	84	0.37	249	67
Grading	8	Excavators	1	8	36	0.38	109	47
	8	Graders	1	8	148	0.41	485	210
	8	Rubber Tired Dozers	1	8	367	0.40	1,174	508
	8	Tractors/Loaders/ Backhoes	3	8	84	0.37	746	323
Building Construction	240	Cranes	1	7	367	0.29	745	9,665
	240	Forklifts	3	8	82	0.20	394	5,106
	240	Generator Sets	1	8	14	0.74	83	1,075
	240	Tractors/Loaders/ Backhoes	3	7	84	0.37	653	8,467
	240	Welders	1	8	46	0.45	166	2,148
	18	Cement and Mortar Mixers	2	6	10	0.56	67	65
Paving	18	Pavers	1	8	81	0.42	272	265
	18	Paving Equipment	2	6	89	0.36	384	374
	18	Rollers	2	6	36	0.38	164	160
	18	Tractors/Loaders/ Backhoes	1	8	84	0.37	249	242
Architectural Coating	18	Air Compressors	1	6	78	0.48	225	219
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								28,941

Notes:
(1) Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhb-hr/gal) for engines less than 750 hp. (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 25 percent/50 percent/25 percent, respectively, along area roadways. With respect to estimated vehicle miles traveled (VMT), the construction worker trips would generate an estimated 71,302 VMT. An aggregate fuel efficiency of 25.44 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 6 shows that an estimated 2,803 gallons of fuel would be consumed for construction worker trips.

Table 6
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	5	2.5	18.5	231	25.44	9
Grading	8	15	18.5	2,220	25.44	87
Building Construction	240	13.8	18.5	61,272	25.44	2,408
Paving	18	20	18.5	6,660	25.44	262
Architectural Coating	18	2.76	18.5	919	25.44	36
Total Construction Worker Fuel Consumption						2,803

(1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.3 defaults.
(2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2).

Construction Vendor/Hauling Fuel Estimates

Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2). For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during building construction would use medium to heavy duty vehicles with an average fuel consumption of 7.66 mpg for medium heavy-duty trucks and 6.29 mpg for heavy heavy-duty trucks. Tables 7 and 8 show that an estimated 2,288 gallons of fuel would be consumed for vendor and hauling trips.

Table 7
Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks)[1]

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	5	0	10.2	0	6.975	0
Grading	8	0	10.2	0	6.975	0
Building Construction	240	6.52	10.2	15,961	6.975	2,288
Paving	18	0	10.2	0	6.975	0
Architectural Coating	18	0	10.2	0	6.975	0
Total Construction Worker Fuel Consumption						2,288

(1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.3 defaults.
(2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes vendor trips are made by a fleet consisting of 50 percent medium trucks (MHDT) and 50 percent heavy trucks (HHDT).

Table 8
Construction Hauling Fuel Consumption Estimates (HHD Trucks)[1]

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	0	20	0	6.29	0
Grading	20	0	20	0	6.29	0
Building Construction	230	0	20	0	6.29	0
Paving	20	0	20	0	6.29	0
Architectural Coating	20	0	20	0	6.29	0
Total Construction Worker Fuel Consumption						0

(1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.3 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately thirteen-month construction phase would conform to CARB regulations and California emissions standards and would therefore result in fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Proposed Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

It is expected that construction contractors will practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections to be conducted by City building officials, and/or in response to citizen complaints.

Operations

Energy consumption in support of or related to Proposed Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

For the Proposed Project, it was assumed that autos would travel an average of 2.56 miles, 3- 4-axle trucks were assumed to travel an average of 19.1 miles, and buses were assumed to travel an average of 9.32 miles. As the Proposed Project includes the development of restaurant, retail, car wash, and gas station uses, which are frequently utilized on weekends, and in order to present a worst-case scenario, operation of the Proposed Project was assumed to operate 365 days per year. Table 9 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks. The Proposed Project would generate a total of 4,095 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 9 shows that an estimated 308,332 gallons of fuel would be consumed per year for the operation of the Proposed Project.

Table 9
Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	2,033	2.56	5,204	31.35	166.01	60,594
Light Truck	Automobile	160	2.56	410	24.4	16.79	6,127
Light Truck	Automobile	824	2.56	2,109	23.91	88.22	32,202
Light Heavy Truck	2-Axle Truck	131	2.56	335	15.57	21.54	7,862
Light Heavy Truck 10,000 lbs+	2-Axel Truck	37	2.56	95	14.86	6.37	2,327
Motorcycle	Automobile	96	2.56	246	41.52	5.92	2,160
Medium Truck	Automobile	654	2.56	1,674	19.6	85.42	31,178
Motor Home	--	26	19.1	497	5.73	86.67	31,633
Medium Heavy Truck	3-Axle Truck	59	19.1	1,127	7.75	145.41	53,073
Other bus	--	3	9.32	28	6.07	4.61	1,681
School bus	--	5	9.32	47	6.49	7.18	2,621
Urban bus	--	2	9.32	19	3.45	5.40	1,972
Heavy Heavy Truck	4-Axle Truck	65	19.1	1,242	6.05	205.21	74,900
Total		4,095		13,032		844.74	
Total Annual Fuel Consumption							308,332

Notes:
(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.
(2) Based on EMFAC2021 emission rates for opening year of 2025.

Trip generation and VMT determined to be generated by the Proposed Project are consistent with other similar commercial uses of similar scale and configuration as provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). The Proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle energy (fuel) consumption. Approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline were used in the State of California in 2015. Therefore, the 308,332 gallons of fuel consumption from the Proposed Project represents 0.0016% of the State's demand. Therefore, Proposed Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands

The estimated electricity demand for the Proposed Project is approximately 860,531 kWh per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of electricity. The increase in electricity demand from the Proposed Project would represent a 0.01% of the overall 2021 County non-residential consumption. The estimated natural gas consumption for the Proposed Project is approximately 1,539,062 kBTU (15,390.62 therms) per year and in 2021, the non-residential sector of the County of Riverside consumed approximately 144 million therms of gas. The Proposed Project's estimated annual natural gas consumption compared to the 2021 annual natural gas consumption of the non-residential sector in the County would account for approximately 0.0107 percent of the total natural gas consumption. Therefore, the increase in both electricity and natural gas demand from the Proposed Project is insignificant compared to the County's 2021 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project would be required to comply with Title 24 standards.

The applicant intends to incorporate the following energy and water efficient design standards into the Proposed Project:

1. Use of high efficiency (or greater) water heaters
2. Use of high efficiency (or greater) lighting
3. At least one or more of the buildings will be in a north/south alignment
4. Landscaping will incorporate drought-tolerant plants
5. Use of water efficient toilets
6. Use of water efficient faucets
7. Proposed Project will develop retail near existing residential (to promote walking to shopping instead of driving)
8. Proposed Project will install a bus stop to promote use of public transit instead of cars
9. Use of solar reflective "cool roofing"
10. Car wash recycles up to 90% of water used.

Furthermore, the Proposed Project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the Proposed Project facilities energy demands, and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The City of Beaumont has adopted a Climate Action Plan known as the Sustainable Beaumont Plan with the goal of reducing greenhouse gas emissions from the building energy sector. The City has partnered with Southern California Edison (SCE) and Southern California Gas Company (SCG) to form the Energy Leader Partnership (ELP). ELP's goal is to reduce the City's municipal and community-wide energy footprint. The Sustainable Beaumont Plan also involves implementing a variety of retrofits in municipal lighting and heating, ventilation, and air-conditioning (HVAC) systems and conducting various forms of outreach in the community to encourage adoption of energy efficiency and renewable energy programs offered by SCE and SCG. Under CAP, commercial buildings will be held to net-zero energy performance standards by 2030. The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code (UBC) and other state laws on energy conservation design, insulation and appliances.[11] Proposed Project design and operation would comply with Beaumont's CAP, UBC and 2019 Building Energy Efficiency Standards (Title 24). Proposed Project development is not anticipated to cause inefficient, wasteful, and unnecessary energy consumption.

Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[11] City General Plan. Page 76.

3.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.7.1 Environmental Setting

The City is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along faults such as the San Andreas Fault, Banning Fault, and San Gorgonio Fault. The Peninsular Ranges extend from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore Fault Zone and the Colorado Desert on the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at approximately 10,805 feet above mean sea level.

3.7.2 Impact Analysis

A preliminary Geotechnical and Infiltration Feasibility Investigation, dated April 7, 2020, was prepared by LOR Geotechnical Group, Inc. (see Appendix F for report). The findings of the reports are summarized within this section.

a)i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

Less than Significant Impact. The Project Site lies near the middle of a large wedge-shaped area in between the San Jacinto fault, located approximately 6.2 miles to the southwest, and the San Andreas fault which lies approximately 7 miles to the northeast. Both of these faults are considered to be major active faults which move in a right lateral strike-slip fashion with relative movement of the fault such that the southwest side moves northwest and the northeast side moves southeast during earthquakes.

The San Jacinto fault zone is a sub-parallel branch of the San Andreas fault zone, extending from the northwestern San Bernardino area, southward into the El Centro region. It is believed that the San Jacinto fault zone has an average slip rate of about 12 mm/year and is capable of producing an earthquake magnitude on the order of 6.5 or greater. Lying in between these two faults are numerous smaller faults with varying types of motion. Perhaps the largest of these, based on length and estimated amounts of past displacement in the region around the site, is the Banning fault. Based on mapping conducted by the U.S.G.S., the Banning fault splits off of the San Andreas fault just north of Indio, then extends through the Banning-Beaumont pass area and into the Calimesa area (can be referred to as the San Gorgonio Pass fault system). These faults generally extend along the base of the hills north of Beaumont, approximately 2 to 3 miles north of the Project Site.

While there are other large earthquake faults within a 62-mile radius of the site, none of these are considered as relevant to the site as the faults described above, due to their greater distance and smaller anticipated magnitudes. LOR Geotechnical Group Inc. concludes that the Proposed Project is feasible from a geotechnical standpoint, provided the recommendations presented in their report pertaining to slope design, nature of materials to be used, foundation design, etc., are incorporated into design and implemented during grading and construction.

With implementation of the recommendations highlighted in the geotechnical report, the Proposed Project would not cause potential substantial adverse effects involving rupture of a known earthquake fault.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The Project Site is located in a region of generally high seismicity, as is the case for all of Southern California. Seismic ground rupture is generally considered most likely to occur along pre-existing active faults. Due to the site's close

proximity to faults, it is reasonable to expect a strong ground motion seismic event to occur during the lifetime of the proposed development on the site. Large earthquakes could occur on other faults in the general area, but because of their lesser anticipated magnitude and/or greater distance, they are considered less significant than the faults described above from a ground motion standpoint. The historical seismicity of the Project Site entails numerous small to medium magnitude earthquake events occurring around the site. Any future developments at the Project Site should anticipate that moderate to large seismic events could occur very near the site. The County of Riverside adopted the Uniform Building Code (UBC), which requires that the construction of structures be in compliance with the California Building Code (CBC) to reduce the hazard risks posed by earthquakes. Adhering to these codes, and implementation of the recommendations highlighted the geotechnical report can reduce potential ground-shaking impacts to less than significant level.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact. Strong ground shaking can result in liquefaction. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. The Project Site and surrounding area have very low susceptibility to liquefaction.[12] Groundwater was not encountered during LOR Geotechnical Group, Inc.'s exploratory borings advanced to a maximum depth of approximately 50 feet below the existing ground surface. Groundwater is anticipated to be at a depth of approximately 375 feet. Construction of the Proposed Project would be in accordance with applicable requirements of the Uniform Building Code. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

a)iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less than Significant Impact. Landslides and slope failure can result from ground motion generated by earthquakes. The slopes within the San Timoteo Badlands are the most susceptible to landslides in the City. These slopes are approximately 3 miles south of the Project Site. The Project Site and its vicinity are relatively flat (0 to 5 degrees of slope).[13] LOR Geotechnical Group, Inc. noted that past surficial mass movement of the incised bank of the on-site Marshall Creek was present locally. However, due to the relatively low relief of the site and adjacent surrounding region, the potential for deep seated landslides to occur at the site is considered low. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water is affected by

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[12] City of Beaumont. 2040 General Plan. Figure 9.6 Liquefaction Areas. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

[13] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.6-5 Steep Slopes. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

fine mineral particles in the water. Soil erosion could occur due to a storm event. Development of the approximately Proposed Project would disturb more than one acre of soil and therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permits requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is required for construction of the Proposed Project and will include a list of Best Management Practices (BMPs) to avoid and minimize soil erosion, such as such as: stabilizing the site as soon as possible, reducing impervious surfaces and promoting infiltration, and controlling the perimeter of the site. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The potential for liquefaction generally occurs during strong ground shaking within loose granular sediments where the depth to groundwater is usually less than 50 feet. As groundwater is thought to be in excess of 50 feet beneath the site and the site is underlain by relatively dense to very dense older alluvium, the possibility of liquefaction within these units is considered low. Evidence for past surficial mass movement of the incised bank of the on-site Marshall Creek was noted to be present locally. However, due to the relatively low relief of the site and adjacent surrounding region, the potential for deep seated landslides to occur at the site is considered low. According to LOR Geotechnical Group, Inc.'s investigation, the majority of the Project Site lies on a relatively flat surface. The occurrence of mass movement failures such as landslides, rockfalls, or debris flows within such areas is generally not considered common and no evidence of mass movement was observed on the site.

The Project Site contains five different soils: four variations of Ramona sandy loams which make up 76.9 percent of the Site and the remaining 23 percent consists of Tujunga loamy sands. Both soil types are of a well to excessively drained capacity.[14] Because of the site's relatively flat topography and low liquefaction potential, it would not be susceptible to lateral spreading. Although the Project Site is located in an area susceptible to subsidence, it is not located in an area with active subsidence.[15] Moreover, State and City Building Codes establish engineering and construction criteria designed to mitigate potential impacts associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse and expansive soils. Compliance with building codes would ensure that effects of these hazards are reduced to the extent feasible. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[14] Natural Resources Conservation Service. Web Soil Survey.
[15] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.6-7 Subsidence Potential. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

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

Less than Significant Impact. Expansive soils are fine grained clay soils that swell in volume when they absorb water and shrink when they dry. This change in volume causes stress on buildings and other loads placed on expansive soils. LOR Geotechnical Group, Inc.'s laboratory testing found that the Project Site soils tested have a very low expansion potential. Therefore, conventional design and construction should be applicable for the Proposed Project. Moreover, the Proposed Project is required to be compliant with the CBC in Title 24, as related to the construction of structures and facilities on expansive soils. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Proposed Project does not include the installation of a new septic tank or any other alternative wastewater disposal system. The Proposed Project will connect to an existing sewer line in Oak Valley Parkway that provides sewer service to the area. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant with Mitigation Incorporated. The Project Site is located in an area with high paleontological sensitivity.[16] Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

> **Mitigation Measure GEO-1:** If substantial excavations are planned within the Project Site, the Project Applicant shall retain a qualified paleontologist to determine if the older Quaternary deposits are being disturbed, and if paleontological monitoring is warranted. In the event of inadvertent paleontological findings, all work within a 100-foot radius of the discovery shall halt near the find until a qualified paleontologist can assess the significance of the find. If the resource is found to be significant then a data recovery program shall be implemented by the qualified paleontologist. Identification of any paleontological resources shall include documentation and reporting with the appropriate paleontological data repository. The final disposition and location of any recovered materials shall be identified and funded by the Project Applicant and approved by the City.

Implementation of Mitigation Measure GEO-1 would ensure less than significant impacts to paleontological resources occur as a result of the Proposed Project.

[16] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.6-9 Paleontological Sensitivity. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

3.8 GREENHOUSE GAS EMISSIONS

8.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

The City of Beaumont adopted the Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions (Sustainable Beaumont Plan) in October 2015. The Sustainable Beaumont Plan was prepared per the City's commitment to provide a more livable, equitable, and economically vibrant community through the incorporation of energy efficiency features and reduction of greenhouse gas (GHG) emissions. Within the Sustainable Beaumont Plan, consistent with the State's adopted AB 32 GHG reduction target, the City has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. A longer-term goal was established for 2030. The goal for 2030 is to reduce emission 41.7 percent below 2012 levels, which would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050.

3.8.2 Impact Analysis

An Air Quality, Global Climate Change, TAC and Energy Impact Analysis, dated February 7, 2023, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix A). The Global Climate Change section of the report is summarized herein.

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

Less than Significant Impact. According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the "lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use." In addition, CEQA Guidelines section 15064.7(c) provides that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts" on the condition that "the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. CalEEMod Version 2022.1.1.3 was used to calculate the GHG emissions from the Proposed Project.

The GHG emissions calculated are shown below in Table 10. Table 10 shows that the total for the Proposed Project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 2,611.3 MTCO2e per year. A cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the Proposed Project would exceed the SCAQMD draft threshold of 3,000 MTCO2e per year for all land uses. Therefore, operation of the Proposed Project would not create a significant cumulative impact to global climate change. No significant impacts are identified or anticipated, and no mitigation measures are required.

Table 10
Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO_2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Water	16.30	2,263.0	2,279.0	1.81	0.13	2,601.0
Construction	0.00	10.23	10.23	0.00	0.00	10.30
Total Emissions	16.30	2,273.23	2,289.23	1.81	0.13	2,611.30
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						**No**

Notes:
Source: CalEEMod Version 2022.1.1.3 for Opening Year 2025
(1) Construction GHG emissions CO2e based on a 30-year amortization rate.

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

Less than Significant Impact. The applicable plan for the Proposed Project is the Sustainable Beaumont Plan. As stated previously, within the Sustainable Beaumont Plan the City set a goal to reduce emissions back to 1990 levels by the year 2020 consistent with the State's adopted AB 32 GHG reduction target. In addition, the Sustainable Beaumont Plan set a reduction goal for 2030 of 41.7 percent below 2012 levels, which would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. Table 11 shows the goals and policies from the Sustainable Beaumont Plan that are applicable to the proposed commercial project.

Table 11
Project Consistency with Sustainable Beaumont

Applicable Goals and Policies	Project Consistency
Goal 4. Increase Energy Efficiency in New Commercial Development. Encourage or require energy efficiency standards exceeding state requirements.	No Conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. In addition, the 2022 edition of the Code took effect January 1, 2023. The Proposed Project will be subject to these mandatory standards. These conservation features would reduce GHG emissions associated with the Proposed Project.
Goal 5. Increase Energy Efficiency through Water Efficiency. Support water efficiency through enhanced implementation of SB X7-7. Exceed water efficiency standards.	No Conflict. The Proposed Project would be required to utilize water efficient irrigation systems and low-flow fixtures per CalGreen Standards. The proposed drive-thru carwash would reclaim and recycle up to 90% of used water.
Goal 6. Decrease Energy Demand through Reducing Urban Heat Island Effect. Plant more trees for shading and energy efficiency. Light-reflecting Surfaces for Energy Efficiency.	No Conflict. The Proposed Project would include planting new trees, which would provide shading on the Project Site and increase energy efficiency. The Proposed Project will use solar reflective “cool roofing”. One or more buildings would be north/south alignment.
Goal 7. Decrease GHG Emissions through Reducing Vehicle Miles Traveled. Encourage non-motorized transportation options. Encourage, promote, or expand the use of the Pass Transit system or other transit services. Promote ride sharing programs within businesses.	No Conflict. Existing residences are as close as 85 feet from the Project Site and the Proposed Project would include sidewalks. Therefore, the Project Site provides retail within walking distance of existing residents and would promote pedestrian access. In addition, as required by the City, the Proposed Project would provide bicycle parking spaces. Finally, the Project Site is adjacent to the City Transit Stop Oak Valley & Beaumont.
Goal 8. Decrease GHG Emissions thorough Reducing Solid Waste Generation. Reduce waste to landfills.	No Conflict. In accordance with 2022 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction waste. In addition, the Proposed Project would be required to comply with AB 341, which mandates commercial recycling for businesses that generate more than four cubic yards of solid waste per week.
Goal 9. Decrease GHG Emissions through Increasing Clean Energy Use. Promote clean energy.	No Conflict. The Proposed Project would be designed to Title 24 standards, which would ensure that energy-conserving features are included in the design of the Proposed Project. These conservation features would reduce GHG emissions associated

	with the Proposed Project. SB 100 mandates 100 percent clean electricity for California by 2045. Because the Proposed Project would be powered by the existing electricity grid, the Proposed Project would eventually be powered by 100 percent renewable energy. In addition, the Proposed Project would be designed in accordance with the latest CALGreen code requirements.
Goal 10. Decrease GHG Emissions from New Development through Performance Standards. Energy efficiency and renewable energy in new development. Encourage solid wase reduction in new development. Encourage VMT reduction in new development.	No Conflict. The City has not prepared or adopted screening tables. However, the Proposed Project is below the SCAQMD draft significance threshold of 3,000 MTCO2e per year. Therefore, the Proposed Project would not substantially contribute to GHG emissions.

As shown in Table 11, the Proposed Project is consistent with the goals and policies of the Sustainable Beaumont Plan. Therefore, as the Proposed Project is in compliance with the reduction goals of the Sustainable Beaumont Plan, the Proposed Project would also be in compliance with AB-32 and SB-32. Furthermore, the Proposed Project will comply with applicable Green Building Standards and City of Beaumont's policies regarding sustainability (as dictated by the City's General Plan and Sustainable Beaumont Plan). Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 had not been adopted, within 2 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?	☐	☐	☒	☐

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

The transportation of hazardous substances through the City poses a threat to public health and safety. Many of Beaumont's businesses produce, use and store hazardous materials. The transport, storage, use and disposal of hazardous materials and wastes is extensively regulated at all levels. There is no existing toxic or hazardous material being recognized by the State environmental agency as an environmental concern at the Project Site.[17] The Project Site does not lie within a Very High Fire Hazard Severity Zone[18] (VHFHSZ) and is not in area considered a wildland fire risk.

3.9.2 Impact Analysis

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

Less than Significant Impact. Construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations. Operations would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. 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 applicable laws and regulations regarding the transport, storage, use, or disposal of hazardous materials would reduce any potential impacts posed to the public or environment.

The Proposed Project also includes six (6) fueling islands for a total of 12 fuel dispensers. The fueling station would include two, 20,000-gallon underground storage tanks (USTs) including one single fuel tank and one split-fuel tank, and a healy enhanced vapor recovery system. A permit to operate a UST system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities to ensure the USTs are functioning appropriately and safely.

[17] Department of Toxic Substances Control. EnviroStor database. Accessed October 1, 2020
[18] City of Beaumont. General Plan. Figure 9-3 Fire Hazard Severity Zone Map.

Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. With compliance with all applicable regulations, potential impacts from the use of construction-related hazardous materials is considered less than significant.

The Beaumont Village Shopping Center would include free-standing, fast food restaurants with drive-thrus, other small restaurants, retail, a car wash with a water recycling program, and a fueling station with mini mart. Additionally, the operator of the proposed fueling station at the southeastern corner will be requesting a separate CUP for its fueling station use, including the sale of alcohol and tobacco. The proposed fueling station would include six (6) fueling islands for a total of 12 fuel dispensers. The fueling station would include two, 20,000-gallon underground storage tanks (USTs), one single fuel tank and one split-fuel tank. It also includes a healy enhanced vapor recovery system.

A majority of the retail/commercial uses proposed on-site have a negligible potential to create a significant hazard to the public or the environment due to the use of hazardous materials. The challenge for retail stores lies in properly identifying and classifying hazardous wastes that are discarded from the stores. Hazardous wastes commonly found at retail establishments may pose a threat to public health or the environment. The County of Riverside Department of Environmental Health would ensure that the chemical products associated with retail would be managed under California Health & Safety Code (H&SC) Chapter 6.5, and California Code of Regulations (CCR) Title 22.

The transportation and delivery of gasoline and diesel fuel is regulated by the United States Department of Transportation, California Department of Transportation, SCAQMD, and compliance with California Fire Code, Title 24, Part 9, Chapter 22, which specifies the rules and regulations for motor fuel dispensing facilities and regulates the operational requirements necessary for both bulk fuel delivery to the fueling station and fuel delivery to the individual vehicles. Compliance with the laws and regulations would significantly prevent the accidental release of hazardous materials into the environment

AB 3777 was enacted to minimize potential emergencies involving acutely hazardous materials by requiring facilities which handle these materials to submit Risk Management Prevention Plans (RMP). The Proposed Project will be required to include an RMP, which will list the equipment and procedures that will be used to prevent, mitigate and abate release of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Breach began implementation of this Program County-wide.

The City of Beaumont will work with County, State and Federal agencies involved in the regulation of hazardous materials' storage, use and disposal. The City will work with the Riverside County Fire Department in requiring hazardous materials users and generators to

identify safety procedures for responding to accidental spills and emergencies. Additionally, the Proposed Project is subject to NPDES permit requirements and would therefore include a SWPPP. Site design and operating procedures are to adhere to California Stormwater Quality Association standard BG-22, which requires implementation of operational BMPs to avoid above ground storm water pollution and discharge into storm drain system. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. The nearest existing school to the Project Site is Mountain View Middle School, located at 200 Cougar Way, approximately 0.75-mile north of the Project Site. The Proposed Project would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials which would minimize or eliminate potential impacts to schools. The Proposed Project would adhere to all California Code of Regulations, Title 23, Chapter 16 - Chapter 18 requirements and pursue the proper permitting and design approvals. It would comply with all Environmental Protection Agency requirements by adhering to all requirements set forth in the 2015 UST Regulations. The Proposed Project would adhere to all local ordinances with approval from the pertinent Riverside County departments. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) *Would the project 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. There is no existing toxic or hazardous material being recognized by the State environmental agency as an environmental concern at the Project Site.[19] Therefore, the Proposed Project would not create a significant hazard to the public or environment. Less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) *For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 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 not located within an airport land use plan.[20] There are no airports within the City.[21] The nearest airport to the Project Site is the Banning Municipal Airport, located approximately 10 miles southeast of the Project Site. The Project Site is not located within two miles of a public airport or public use airport. The Proposed Project would not result in a substantial safety hazard related to airports. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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[19] Department of Toxic Substances Control. EnviroStor database. Accessed October 1, 2020

[20] Riverside County. Map my County. https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

[21] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.8-26. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

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

Less than Significant Impact. The Project Site is located on the northwest corner of Oak Valley Parkway and Beaumont Avenue. The 2040 General Plan Circulation Element provides for appropriate evacuation routes and circulation throughout the General Plan Area to facilitate rapid response to emergency situations. The portion of these roads along the Project Site are considered evacuation routes.[22] The City has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. It is an extension of the State Emergency Plan.[23] New development plans are subject to review and approval by the RCFD, thereby ensuring that the Proposed Project does not interfere with evacuation. The City and Riverside County Fire Department established certain design standards to ensure that site planning and building design consider public safety and fire prevention; these standards include requirements governing emergency access. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City and County. Access to the Project Site would be provided via two driveways along Beaumont Avenue and two driveways along Oak Valley Parkway. Site access for operations would be subject to approval of the Site Plan by the City. Therefore, less than significant impacts are anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Proposed development under the 2040 General Plan is subject to environmental and building permit review procedures to ensure adequate and appropriate site design and construction methods are implemented to reduce the risk of wildland fires. For new development, the creation of defensible areas around building structures, and use of fire-resistant building materials will provide protection from wildland fires. Furthermore, the Project Site does not lie within a Very High Fire Hazard Severity Zone[24] (VHFHSZ) and is not in area considered a wildland fire risk (see Wildfire Section for further discussion). Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.10 HYDROLOGY AND WATER QUALITY

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐

[22] City of Beaumont. General Plan. Figure 9.2 Evacuation Routes.
[23] City of Beaumont. General Plan. Page 224.
[24] City of Beaumont. General Plan. Figure 9-3 Fire Hazard Severity Zone Map.

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 a 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 flood on- or off-site;	☐	☐	☒	☐
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

3.10.1 Environmental Setting

The Beaumont-Cherry Valley Water District (BCVWD) provides potable water service to the City of Beaumont. The BCVWD relies on local groundwater from Edgar Canyon, groundwater from the Beaumont Groundwater Basin, imported water supplies purchased from the San Gorgonio Pass Water Agency (SGPWA), and in near-term recycled water purchased from the City of Beaumont. The District has a potable water system and a non-potable water system. The potable water system is supplied exclusively by groundwater wells; the non-potable water system is designed to convey non-potable groundwater, recycled water, untreated imported water, and potable water, as make-up, or a blend of all.

3.10.2 Impact Analysis

A Preliminary Water Quality Management Plan (WQMP), dated January 6, 2021 (revised May 10, 2022, December 9, 2022, and September 5, 2023), was prepared for the Proposed Project by Casc Engineering and Consulting (see Appendix G). A preliminary Drainage Study, dated August 31, 2023, was prepared for the Proposed Project by Casc Engineering and Consulting (see Appendix H).

a,e) Would the project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality? Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant with Mitigation Incorporated. Construction of the Proposed Project would involve, excavation, grading, utility installation, paving, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as sediment, silt, debris, chemicals, paints, pesticides/herbicides and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Proposed Project in the absence of any protective or avoidance measures. Operational water quality impacts would arise directly from landscaping maintenance, potential fuel spills, and indirectly from stormwater pollutants such as nitrogen, oil and grease, trash/debris, and other organic compounds.

The Proposed Project would disturb approximately 7.16 acres and is therefore subject to the NPDES permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit (CGP) include removal of vegetation, grading excavating, or any other activity that causes the disturbance of at least one acre. The CGP requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP).

In addition, the City's adopted SWPPP and Best Management Practices (BMP) programs will effectively mitigate any potential short-term adverse impacts relating to storm water runoff during construction activities and with regard to long term drainage operations. The plan and programs shall adequately address maintaining water quality and meeting waste discharge requirements. It shall set forth BMPs that mitigate erosion and minimize storm water discharges from the Project Site. The Proposed Project would include a tank at the fueling area to capture fuel from potential spills. All site drainage is directed away from the fuel area.

The WQMP is intended to comply with the requirements of the City of Beaumont municipal code which includes the requirement for the preparation and implementation of a project-specific WQMP. See part b below for Proposed Project compliance to sustainable groundwater management plan.

The implementation of the WQMP is enforceable under the County of Riverside Water Quality Ordinance. Review and approval of the WQMP would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

> **Mitigation Measure WQ-1:** The Project Proponent shall implement all permanent, structural BMPs and Operations BMPs as listed in the final WQMP to be approved by the City. The Project Applicant shall be responsible for the implementation and funding of the WQMP and will ensure that it is amended as appropriate to reflect up-to-date conditions on the Project Site.

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

Less than Significant Impact. The BCVWD's primary source of water is groundwater which is extracted from the Beaumont Basin; this basin is adjudicated and managed by the

Beaumont Basin Watermaster. BCVWD augments its groundwater supply with imported State Project Water (and other imported sources of supply) from the SGPWA which is recharged at BCVWD's recharge facility located at the northeast corner of Brookside Avenue and Beaumont Avenue. The Beaumont Basin Adjudication requires that the extracted amount of water from the Basin must be replaced.[25]

At the time the Urban Water Management Plan (UWMP) was prepared, the estimated population served by the District is 59,000. The City of Beaumont is currently experiencing rapid growth and is expected to nearly double in population by 2045. The Project Site is currently vacant and zoned Commercial Neighborhood (CN). The Proposed Project is the development of several commercial uses that are either permitted or conditionally permitted within the CN zone. The drive-thru restaurants, retail buildings, drive-thru car wash and convenience store with fueling station would be developed on two currently vacant and undeveloped parcels. The Proposed Project includes approximately 67,187 square-feet of landscaping on the undeveloped parcels, which is 14.95% of the net area. Subject to approval of the CUP, the Proposed Project is consistent with the 2040 General Plan and would therefore be included in BCVWD's projections for water demands.

Implementation of the Proposed Project BMPs would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project is required to conform to the City of Beaumont and County of Riverside Landscaping Ordinances that pertain to water efficient landscape requirements. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

Less than Significant Impact. Erosion is the process by which soils are removed from the Project Site most commonly by wind or water. Erosion is more likely to occur if soils are left unprotected. The Proposed Project would include the construction of a commercial center on currently vacant parcels. The hazard of soil erosion would be reduced after construction of the Proposed Project by protecting soil via landscaping and directing stormwater runoff to a bioretention basin and underground detention chamber. NPDES permit requirements address the control of erosion and siltation. This includes the CGP which requires the effective implementation of erosion control measures. The Santa Ana RWQCB conducts inspections and enforces the CGP at construction sites. A SWPPP is required for construction of the Proposed Project and will include a list of Best Management Practices (BMPs) to avoid and minimize soil erosion. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[25] Beaumont-Cherry Valley Water District. 2020 Urban Water Management Plan. September 2021.

ii, iii, iv) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or impede or redirect flood flows

Less than Significant Impact. The Federal Emergency Management Agency (FEMA) designates Marshall Creek as Zone AE.[26] Zone AE is to be kept free of encroachments so the one percent annual chance flood can be carried without substantial increases in flood heights. Therefore, the westernmost parcel will not be encroached upon to provide a buffer between Marshall Creek and the Proposed Project. The remaining portions of the Project Site are within Flood Zone X, which is an area with 0.2% annual chance flood, area of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile.[27] This zone corresponds to areas with moderate to low risk of flooding.[28]

The Project Site currently drains westerly as sheet flow, entering Marshall Creek, which flows southerly. No development is proposed on the Remainder Parcel and it will continue to drain west toward Marshall Creek as it has historically.

The parcel to the north (APN 404-190-008) of the Project Site drains west and does not contribute any flows to the Project Site. The parcel to the west (APN 404-190-002) drains to Marshall Creek and does not contribute any flows to the Project Site. Beaumont Avenue is currently improved with a paved roadway and asphalt sidewalk. It drains south, then west on Oak Valley Parkway to an existing catch basin located on the bridge over Marshall Creek that directs flows to Marshall Creek. The development proposes to improve Beaumont Avenue Proposed Project frontage by dedicating an additional 5 feet of right of way, and constructing new PCC curb, gutter, and sidewalk, along with the construction of two new PCC driveway approaches.

Oak Valley Parkway is currently improved with a paved roadway, asphalt berm, and asphalt sidewalk. It drains west to an existing catch basin located on the bridge over Marshall Creek that directs flows to Marshall Creek. The development proposes to improve Oak Valley Parkway Proposed Project frontage by constructing new PCC curb, gutter, raised center median, sidewalk, and bus turn-out along with the construction of two new PCC driveway approaches.

Flows from the site will be directed southwesterly to one of several proposed infiltration basins. Figure 4 shows the tributary areas that affect the Project Site. The northerly portion of Area 1 includes several depressed landscape areas that will intercept sheet flows and be utilized for water quality. Flows on the southerly portion of Area 1 will be directed to a proposed infiltration basin located on the southerly portion of Parcel 4. In the event the basin reaches capacity, it will overflow via inlet riser and storm drain to the proposed underground infiltration basin located in the parking lot of Parcel 6. Emergency overflow is provided via an under sidewalk drain to Oak Valley Parkway in the event the overflow inlet fails. Flows from Area 2 will be directed via sheet flow and ribbon gutter to a proposed drop inlet located near the southeast corner of Parcel 6. The drop inlet will direct flows to the underground infiltration basin. In the

[26] FEMA. National Flood Hazard Layer.
[27] FEMA. National Flood Hazard Layer.
[28] Definitions of FEMA Flood Zone Designations. https://efotg.sc.egov.usda.gov/references/public/NM/FEMA_FLD_HAZ_guide.pdf

event the underground basin reaches capacity, it will overflow to a proposed above ground infiltration basin located at the southwest corner of the Project Site. In the event the basin reaches capacity, it will overflow via under sidewalk drain to Oak Valley Parkway.

Flows generated by Area 3 (Parcel 5) will be directed via sheet flow, ribbon gutter and curb and gutter to a proposed infiltration basin located along the south side of Parcel 5. In the event the basin reaches capacity, it will overflow via inlet riser and storm drain to the underground basin. Emergency overflow is provided to Oak Valley Parkway. Flows from Area 4 (Parcel 3) will be directed via sheet flow and ribbon gutter to a proposed drop inlet near the south side of Parcel 3. Flows will pass through a pretreatment unit for water quality before entering a proposed infiltration basin. In the event the basin reaches capacity, flows will overflow via inlet riser and storm drain to the underground basin. Emergency overflow would occur via an under sidewalk drain to Oak Valley Parkway.

The increased flows from the Proposed Project would be mitigated by the proposed infiltration basins on-site. All of the proposed infiltration basins will have an overflow condition in the event they reach full capacity, so the Project Site will not flood. On-site flows will overflow via sidewalk drains to Oak Valley Parkway as shown on Figure 4. Flows will be directed to Marshall Creek where the site drains historically.

Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The FEMA designates Marshall Creek as Zone AE.[29] Zone AE is to be kept free of encroachments so the one percent annual chance flood can be carried without substantial increases in flood heights. Therefore, the westernmost parcel will not be encroached upon to provide a buffer between Marshall Creek and the Proposed Project. The remaining portions of the Project Site are within Flood Zone X, which is an area with 0.2% annual chance flood, area of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile.[30] This zone corresponds to areas with moderate to low risk of flooding.[31] Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[29] FEMA. National Flood Hazard Layer.
[30] FEMA. National Flood Hazard Layer.
[31] Definitions of FEMA Flood Zone Designations. https://efotg.sc.egov.usda.gov/references/public/NM/FEMA_FLD_HAZ_guide.pdf

TRIBUTARY AREA MAP

POST-DEVELOPMENT
BEAUMONT VILLAGE - PROPOSED COMMERCIAL RETAIL CENTER
APN 404-190-001 & 003
NORTHWEST CORNER OF BEAUMONT AVENUE & OAK VALLEY PARKWAY
CITY OF BEAUMONT

LEGAL DESCRIPTION

PARCEL C AS SHOWN ON LOT LINE ADJUSTMENT NO. 07-LLA-02 AS EVIDENCED BY DOCUMENT RECORDED OCTOBER 29, 2007 AS INSTRUMENT NO. 07-663184 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 34, IN TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 34 AS SHOWN ON PARCEL MAP NO. 26229, PM 173/21, RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 00°49'05" EAST 657 FEET ALONG THE WEST LINE OF SAID SECTION 34 TO THE NORTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34;

THENCE EASTERLY ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34, NORTH 89°42'10" EAST 840.87 FEET TO THE TRUE POINT OF BEGINNING.

THENCE CONTINUING EASTERLY ALONG SAID NORTH LINE, NORTH 89°42'10" EAST 482.81 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34;
THENCE SOUTHERLY ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 34, SOUTH 00°46'11" WEST 208.71 FEET;

THENCE NORTH 89°42'10" EAST 35.34 FEET TO A LINE 50 FEET WEST AND PARALLEL TO THE CENTER LINE OF BEAUMONT AVENUE AS SHOWN ON PARCEL MAP NO. 26229, PM 173/21;

THENCE SOUTHERLY ALONG SAID PARALLEL LINE, SOUTH 00°14'51" EAST 371.32 FEET;

THENCE SOUTH 36°12'03" WEST 28.49 FEET TO A LINE 55 FEET NORTH AND PARALLEL TO THE CENTER LINE OF FOURTEENTH STREET, FOURTEENTH STREET CENTERLINE BEING THE SOUTH LINE OF SAID SECTION 34;

THENCE WESTERLY ALONG SAID PARALLEL LINE, SOUTH 89°43'07" WEST 970.14 FEET TO THE SOUTHWEST CORNER OF PARCEL 1 OF PARCEL MAP NO. 26229, PM 173/21;

THENCE NORTHEASTERLY ALONG THE WEST LINE OF SAID PARCEL 1, NORTH 37°50'21" EAST 766.17 FEET TO THE TRUE POINT OF BEGINNING.

EXISTING EASEMENTS

NO KNOWN EASEMENTS PER TITLE REPORT DATED 08/29/2019 BY NORTH AMERICAN TITLE COMPANY.

UTILITIES:

ELECTRIC:
SOUTHERN CALIFORNIA EDISON COMPANY
287 TENNESSEE STREET
REDLANDS, CA 92373
(909) 307-6788

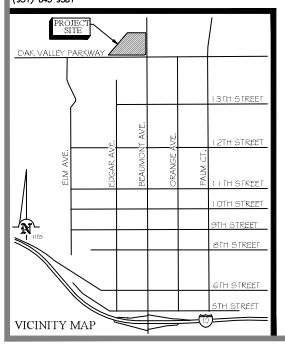
GAS:
SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92373
(909) 335-7636

TELEPHONE:
VERIZON
9 S. 4TH STREET
REDLANDS, CA 92373
(909) 748-6640

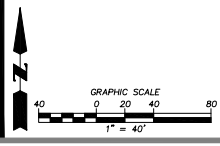
CABLE:
CHARTER COMMUNICATIONS
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
(909) 634-3224

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

SEWER:
CITY OF BEAUMONT
550 E. 6TH STREET
BEAUMONT, CA 92223
(951) 769-8518



VICINITY MAP



HATCH LEGEND

- PROPOSED PCC SIDEWALK
- PROPOSED AC
- EXISTING PCC PAVING

LEGEND

AC	ASPHALT CONCRETE
ER	ELECTRIC RISER
EX	EXISTING
FH	FIRE HYDRANT
LT	LIGHT
PB	PULL BOX
PCC	PORTLAND CEMENT CONCRETE
P.L.	PROPERTY LINE
R/W	RIGHT-OF-WAY
S	SIGN
SDMH	STORM DRAIN MANHOLE
STL	STREET LIGHT
TS	TRAFFIC SIGNAL
TYP	TYPICAL

LEGEND

- (1) ELEV. — NODE # & ELEV.
- L=165' — FLOWLINE LENGTH
- A=1.44 AC — SUB AREA
- FLOWLINE
- TRIBUTARY BOUNDARY
- OVERFLOW

SOURCE OF SURVEY
TOPOGRAPHIC SURVEY
DATED NOVEMBER 2017
AS CONDUCTED BY
INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVE., SUITE A
RIVERSIDE, CA 92503
PHONE: (951) 687-4252

SOIL ENGINEER
REPORT DATED APRIL 7, 2020
PROJECT NO. 13627-1
AS CONDUCTED BY
LOR GEOTECHNICAL GROUP, INC.
6121 QUAIL VALLEY COURT
RIVERSIDE, CA 92507
PHONE: (951) 653-1760
FAX: (951) 653-1741

SOURCE OF FLOOD LIMITS
REPORT DATED JANUARY 7, 2020
PROJECT NO. R311806.01
AS CONDUCTED BY
HUITT-ZOLLARS, INC.
2603 MAIN STREET, SUITE 400
IRVINE, CA 92614
PHONE: (949) 988-5815
FAX: (949) 988-5820

SOURCE OF NO BUILD ZONE
REPORT DATED NOVEMBER 23, 2016
FILE NO. 00547-01, DOC. NO. 16-11-710
AS CONDUCTED BY
EARTH SYSTEMS SOUTHWEST
1680 ILLINOIS AVE, SUITE 20
PERRIS, CA 92571
PHONE: (951) 928-9799
FAX: (951) 928-9948

FIGURE 5.2

PROPERTY OWNER/APPLICANT:
SANTIAGO HOLDINGS, LLC
C/O CAMDEN HOLDINGS, LLC
ATTN: MR. ARI MILLER
9454 WILSHIRE BLVD., 6TH FLOOR
BEVERLY HILLS, CA 90212
(310) 553-1031

TRIBUTARY AREA MAP
POST-DEVELOPMENT
PP2019-0222 / CUP2017-0010 / PM2019-0006 - BEAUMONT VILLAGE
PROPOSED COMMERCIAL RETAIL CENTER
APN 404-190-001 & 003
NORTHWEST CORNER OF BEAUMONT AVENUE & OAK VALLEY PARKWAY
CITY OF BEAUMONT

CASC
Engineering and Consulting
1470 EAST COOLEY DRIVE
COLTON, CA 92324
PH. (909) 783-0101 FAX (909) 783-0108

REGISTERED PROFESSIONAL ENGINEER PATRICK C. FLANAGAN NO. C 086048 CIVIL STATE OF CALIFORNIA

Patrick C. Flanagan, Jr. R.C.E. 86046 Exp. Sep 30, 2024

Job Number:	Date Prepared:	Drawn By:	Reference Number:
1512-0001	9/5/2023	RL	1512-0001 HYDROLOGY

1512-0001 HYDROLOGY

PROPOSED TRIBUTARY AREA MAP

Beaumont Village
City of Beaumont, California

LILBURN CORPORATION

FIGURE 4

3.11 LAND USE AND PLANNING

11.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☒	☐

3.11.1 Environmental Setting

Neighborhoods, districts, and corridors are the fundamental building blocks of all cities; mapping these can help better understanding how people live, shop, work, play, and get around in Beaumont. The larger Beaumont planning area has been subdivided into twelve smaller subareas. The Project Site is within the North Neighborhoods subarea. The Project Site has a land use designation of Neighborhood Commercial and zoning of Commercial Neighborhood (CN).

3.11.2 Impact Analysis

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Additionally, the Project Site is currently vacant and undeveloped. It is surrounded by vacant land to the north, south and west; single family residences to the south; and a commercial center to the east. Therefore, the Proposed Project would not physically divide an established community. No impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Project Site is within the North Neighborhoods subarea. The northern portion of Beaumont is largely planned with numerous suburban residential developments. While there are parcels within this subarea that are undeveloped, new residential projects are under construction or are planned. The street pattern in this subarea is predominantly suburban with curvilinear, dead-end streets that provide limited pedestrian connectivity. The location and extent of permitted development within the North Neighborhoods generally mirror the existing development and entitlements for future development. Much of this subarea is designated as Single-Family Neighborhoods with limited areas reserved for Neighborhood Commercial and High Density Residential. This subarea is not expected to undergo significant land use change in the future.

The Project Site has a land use designation of Neighborhood Commercial and zoning of Commercial Neighborhood (CN). The Neighborhood Commercial designation corresponds to smaller commercial, retail and service-related activities found along West 6th Street, Oak Valley Parkway and Beaumont Avenue. The intent of this designation is to provide neighborhood commercial uses in proximity to residential neighborhoods. These areas should relate to the surrounding residential uses with bicycle facilities and continuous sidewalks. This land use designation permits a range of neighborhood supportive retail and service-oriented land uses. The CN Zone is intended to permit a range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.

The Proposed Project is the development of several commercial uses, such as retail store, restaurants, convenience store and gas station, that are permitted or conditionally permitted within the CN Zone. The proposed uses subject to CUPs are the car wash, the fueling station, and fast-food restaurants with drive-thrus. It would serve nearby residential communities, like those south, southwest and northeast of the Project Site. The Proposed Project is consistent with the 2040 General Plan zoning and land use designation. Moreover, the Proposed Project includes uses that are acceptable within the North Neighborhood subarea.

The Proposed Project would not conflict with any land use plan, policy or regulation with the purpose of avoiding or mitigating an environmental effect. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.12 MINERAL RESOURCES

12.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☐	☒

3.12.1 Environmental Setting

The upper portion of the General Plan Planning Area is located in MRZ-3 where the significance of mineral deposits is undetermined; the lower portion of the Planning Area is located either in MRZ-3 or in an unstudied area (no MRZ designation issued). Approximately 11,00 acres within the City limits is and approximately 5,730 acres within the City's SOI are within MRZ-3; approximately 7,930 acres within the City limits and approximately 1,420 acres within the City's SOI are within an unstudied area.

3.12.2 Impact Analysis

a) Would the project 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?

Less than Significant Impact. The Project Site is located within MRZ-3, where the significance of mineral deposits is undetermined.[32] The Proposed Project's demand for mineral resources will be considered less than significant due to the abundance of available aggregate resources in the Southern California region. Mineral resource mining would not be compatible with the surrounding land uses and the 2040 General Plan designation for the Project Site. There have been no significant amounts of mineral deposits found in the City. However, since much of the City is flat and characterized by alluvial materials, which eroded and washed down from the mountains, extracting aggregate resources from open spaces adjacent to the flood channel in the western portion of the City and its Sphere of Influence may be possible. The Project Site is located in the eastern portion of the City and therefore, the Proposed Project would not interfere with resources extraction near the flood channel. There are no delineated sites or locations of mineral resources within the City or Sphere boundaries. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Would the project 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 City does not contain any locally important mineral resource recovery sites.[33] Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (Section 17.03.160) neither the City's 2006 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site.[34] The Project Site has a current zoning of Local Commercial and is within a commercial area of the city. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.13 NOISE

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☒	☐	☐

[32] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.11.-1 Mineral Resource Zones. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/
[33] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Figure 5.11.-1 Mineral Resource Zones. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/
[34] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.11-7. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☐	☒

3.13.1 Environmental Setting

The Project Site is bordered by Beaumont Avenue to the east, Oak Valley Parkway to the south, and vacant land to the north and west. Sensitive receptors that may be affected by Proposed Project-generated noise include the single-family detached residential dwelling units to the south (south of Oak Valley Parkway) and the multiple family attached residential dwelling units to the northeast (east of Beaumont Avenue).

3.13.2 Impact Analysis

A Noise Impact Analysis, dated February 9, 2023 (revised November 16, 2023), was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix I). The report is summarized below.

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

Less than Significant with Mitigation Incorporated. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weights only the nighttime hours. The equivalent continuous noise level, Leq, is a level of steady state sound that in a stated time period, and a stated location, has the same A-weighted sound energy as the time-varying sound.

Construction Noise

Construction noise is regulated within Section 9.02.110(F) of the City of Beaumont Municipal Code. Accordingly, the Proposed Project would result in a significant impact if:

- Project construction occurs outside the hours of 6:00 AM and 6:00 PM during the months of June through September; or,

- Project construction occurs outside the hours of 7:00 AM and 6:00 PM during the months of October through May; or,
- Project construction noise exceeds 55 dBA at the interior of an occupied residence or school for any 15- minute period.

Proposed Project construction noise levels at nearby sensitive receptors were calculated using the Federal Transit Administration (FTA) methodology. Figure 5 of the Noise Study shows the locations of the noise measurements taken – two short-term and one long-term. The short-term measurements were near the single-family residential uses to the south of the Project Site (across Oak Valley Parkway) (STNM1), and near the multiple-family residential use to the northeast of the Project Site (across Beaumont Avenue) (STNM2). The long-term noise measurement was taken near the southeastern corner of the Project Site (LTNM1). Modeled construction noise levels reach up to 70 dBA Leq at the nearest commercial property line to the east, 66 dBA Leq at the nearest commercial property line to the southeast, 68 dBA Leq at the nearest residential property line to the northeast, and 70 dBA Leq at the nearest residential property line to the south of the Project Site.

Proposed Project construction will not occur outside of the hours outlined in Section 9.02.110(F) of the City of Beaumont Municipal Code. Based on the modeled construction noise levels, interior noise levels are estimated to reach a maximum of 50 dBA at the nearest residential property line with windows closed based on typical exterior to interior noise transmission. Therefore, the Proposed Project would not exceed City-established standards relating to construction noise. The Proposed Project impact is less than significant; no mitigation is required.

<u>Stationary Source Noise</u>

Stationary noise source standards are established within Section 9.02.050 of the City of Beaumont Municipal Code. Accordingly, the Proposed Project would result in a significant impact if:

- Project operational noise exceeds the City-established stationary noise standards at the exterior of nearby sensitive receptors (variable from 65-71 dBA Leq); or,
- Project operational noise exceeds the City-established stationary noise standards at the interior of nearby sensitive receptors (45 dBA Leq daytime or 35 dBA Leq at nighttime for residential uses)

Noise levels at nearby sensitive receptors were determined based on the SoundPLAN acoustical model developed for the Proposed Project. The locations of sensitive receptors are shown on Figures 6 and 7 of the Noise Study.

Exterior Noise Levels

Based on the operational noise modeling, full Proposed Project operation would not exceed the daytime exterior adjusted stationary noise standards (65-71 dBA Leq) but would exceed the nighttime exterior adjusted stationary noise standards (48 dBA Leq) at all six sensitive receptors. This impact can be mitigated with implementation of Mitigation Measure N-1 identified below.

Proposed Project operational noise levels without the car wash or vacuuming activities would range between 36.2 and 41.2 dBA Leq at the exterior of nearby sensitive receivers. Therefore,

the Proposed Project will not exceed City-established stationary noise standards at the exterior of nearby sensitive receptors, for both daytime and nighttime periods, with implementation of Mitigation Measure N-1. The Proposed Project impact is less than significant with mitigation incorporated.

Interior Noise Levels

Based on the operational noise modeling, full Proposed Project operational noise is expected to range between 31.9 and 43.6 dBA Leq at the interior of nearby sensitive receivers. Full Proposed Project operation will not exceed the daytime interior stationary noise standard (45 dBA Leq) but would exceed the nighttime interior stationary noise standard (35 dBA Leq) at five of the six sensitive receptors. This impact can be mitigated with implementation of the previously identified Mitigation Measure N-1, which prohibits use of the car wash and associated vacuums between the hours of 10:00 PM and 7:00 AM.

Proposed Project operational noise levels without the car wash or vacuuming activities would range between 16.2 and 21.2 dBA Leq at the interior of nearby sensitive receivers. Therefore, the Proposed Project will not exceed City-established stationary noise standards at the interior of nearby sensitive receptors, for both daytime and nighttime periods, with implementation of Mitigation Measure N-1. The Proposed Project impact is less than significant with mitigation incorporated.

Mobile Source Noise

The City of Beaumont General Plan establishes that the standard used for maximum outdoor noise levels in residential areas in California, and the City specifically, is a CNEL of 65 dBA; no land use compatibility standards are specified for other land uses that would pertain to mobile source noise. California courts have rejected use of what is effectively a single "absolute noise level" threshold of significance (e.g., exceed 65 dBA CNEL) on the grounds that the use of such a threshold fails to consider the magnitude or severity of increases in noise levels attributable to the project in different environments. California courts have also upheld the use of "ambient plus increment" thresholds for assessing project noise impacts as consistent with CEQA, noting however, that the severity of existing noise levels should not be ignored by incorporating a smaller incremental threshold for areas where existing ambient noise levels were already high.

It is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is readily perceptible. Based on the City-established standard and considering relevant case law, the Proposed Project would result in a significant impact if:

- The addition of project trips on surrounding roadways causes noise levels to increase by:
  - 5 dBA in residential areas where the existing ambient noise level is less than or equal to a CNEL of 65 dBA; or,
  - 3 dBA in residential areas where the existing ambient noise level exceeds a CNEL of 65 dBA.

Proposed Project Operational Mobile Source Noise

Roadway noise levels were calculated at roadways included in the Beaumont Village Traffic Impact Analysis (Ganddini Group, Inc., September 27, 2023) based on the FHWA Traffic

Noise Prediction Model methodology. During operation, with incorporation of pass-by and internal trip reductions, the Proposed Project is expected to generate approximately 4,095 average daily trips with 335 trips during the AM peak-hour and 342 trips during the PM peak-hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Project: This scenario refers to existing year plus project traffic noise conditions.

Modeled existing traffic noise levels range between 58-75 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 58-75 dBA CNEL at the right-of-way of each study roadway segment. The addition of Proposed Project trips is not expected to change noise levels in excess of the applicable threshold at any of the study roadway segments. The Proposed Project impact is less than significant; no mitigation is required.

Construction Mobile Source Noise

Construction truck trips would occur throughout the construction period. Given the Project Site's proximity to the I-10 freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps. Beaumont Avenue currently handles approximately 11,600 to 14,600 in the vicinity of the Project Site and Oak Valley Parkway handles approximately 12,500 to 18,100 average daily vehicle trips. According to the Beaumont Village Air Quality, Global Climate Change, and Energy Impact Analysis (Ganddini Group, Inc., 2023), the greatest number of construction-related vehicle trips per day would be during building construction at up to 21 vehicle trips per day (14 for worker trips and 7 for vendor trips). Therefore, vehicle traffic generated during Proposed Project construction is nominal relative to existing roadway volumes and would not result in the doubling of traffic volume necessary to increase noise levels by 3 dBA.

> **Mitigation Measure N-1:** Prohibit use of the car wash and associated vacuums between the hours of 10:00 PM and 7:00 AM. The hours of operation for the car wash would be limited to the hours between 7:00 AM and 10:00 PM.

With implementation of Mitigation Measures N-1, the Proposed Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site.

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

Less than Significant Impact. Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibel.

The City of Beaumont has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Transportation and Construction Vibration Guidance Manual

(California Department of Transportation, 2020). Accordingly, the Proposed Project would result in a significant impact if:

- Groundborne vibration levels generated by the project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
    - 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments
    - 0.10 in/sec at fragile buildings
    - 0.25 in/sec at historic and some old buildings
    - 0.30 in/sec at older residential structures
    - 0.50 in/sec at new residential structures and modern industrial/commercial buildings.
- Groundborne vibration levels generated by the project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 in/sec.

Based on the groundborne vibration modeling, use of a vibratory roller is expected to generate a PPV of 0.026 in/sec and use of a bulldozer is expected to generate a PPV of 0.011 in/sec at the closest off-site building, a residential use located approximately 100 feet south of the Project Site. Other equipment anticipated to be used during Proposed Project construction generate lower PPV. Therefore, groundborne vibration generated by project construction would not exceed the levels necessary to cause architectural damage or severe annoyance to persons living or working in nearby buildings. The Proposed Project impact is less than significant; no mitigation is required.

The most substantial sources of groundborne vibration during Proposed Project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by Proposed Project operation would not exceed those modeled for Proposed Project construction.

Less than significant impacts are identified or anticipated, and 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 Project Site is not located within an airport land use plan.[35] The nearest airport to the Project Site is the Banning Municipal Airport, located approximately 10 miles southeast of the Project Site. The Project Site is not located within two miles of a public airport or public use airport. The Proposed Project would not result in a substantial safety hazard related to airports. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

[35] Riverside County. Map my County. Accessed November 17, 2020.

3.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☐	☒

3.14.1 Environmental Setting

According to the United States Census Bureau, the City of Beaumont had a population of 36,877 in 2010. For 2018, the population was estimated at 49,241. The City is one of the fastest growing cities in Riverside County and in California. The City has grown rapidly in the last two decades, with a population growth rate four times higher today than in the year 2000.[36] Much of the suburban growth has been in the form of low-density single-family subdivisions and strip commercial development located away from the City's original grid-pattern town center.

3.14.2 Impact Analysis

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

Less than Significant Impact. Demographic trends show that Beaumont will continue to experience a significant amount of population growth. The proposed commercial uses would be consistent with the 2040 General Plan zoning of Commercial Neighborhood. Because the Proposed Project is consistent with the 2040 General Plan, any population increase attributable to the Proposed Project has been accounted for in the 2040 General Plan. The Proposed Project consists of approximately 39,801 square feet total of building area. Based on employment density for "Commercial Retail" calculated for the County of Riverside General Plan Update EIR,[37] the Proposed Project based on its square footage and a predetermined Commercial Retail Employment Factor of one employee/500 square feet of building, it would generate approximately 80 employees. It is anticipated that this demand in employment will be met by the existing local labor pool. Short-term construction activities at the Project Site would not attract new employees to the area since a pool of construction labor exists in the region. The Proposed Project does not include residential development that would induce population growth. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[36] City of Beaumont. 2040 General Plan. Page 12.
[37] Riverside County. General Plan Draft EIR. Table 3.G. https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.3

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

No Impact. The Project Site is currently vacant and undeveloped. No housing exists on the Project Site that could potentially be displaced. The Project Site has a zoning of Commercial Neighborhood, which is intended to permit a range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic. The Proposed Project would be consistent with this zoning. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.15 PUBLIC SERVICES

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:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Fire Protection?	☐	☐	☒	☐
(b)	Police Protection?	☐	☐	☒	☐
(c)	Schools?	☐	☐	☒	☐
(d)	Parks?	☐	☐	☒	☐
(e)	Other public facilities?	☐	☐	☒	☐

3.15.1 Environmental Setting

The Community Facilities and Infrastructure Element of the General Plan establishes a framework for managing and enhancing existing utility networks, services, and facilities.

3.15.2 Impact Analysis

a) 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 fire protection?

Less than Significant Impact. The City of Beaumont contracts with the Riverside County Fire Department (RCFD) for Citywide services, including fire protection, public service and emergency medical aid response. Fire protection services are supplemented by the California Department of Forestry station in the City. Six County fire stations serve the City, with three stations based outside but near Beaumont's boundaries. A five minute response time is the goal of the City and current fire response times approximately 8 to 12 minutes. The Project Site is located in a developed area with existing fire protection services. Fire Station No. 66 is located 1.37 miles southeast of the Project Site at 628 Maple Avenue. This station is the City's

primary station. Fire Station No. 66 is equipped with two paramedic engines (one staffed, one reserve), and one rescue unit (not staffed.).[38]

In order to minimize the need for additional fire station facilities, new development plans are subject to review and approval by the RCFD. Proposed projects are required to comply with applicable fire protection and prevention requirements, such as building setbacks, emergency access and interior sprinklers. In addition, the Proposed Project is subject to all conditions of approval required by the RCFD. The Project Applicant will be required to pay a one-time mitigation fee to support the development of new fire station facilities under Beaumont City Ordinance 795 and a separate fee for emergency preparedness under City Ordinance 814. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) *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 police protection?*

Less than Significant Impact. Community safety has been a serious concern for Beaumont residents. While violent crime rates have steadily decreased in the County, the number of violent crimes in Beaumont has generally increased over the last ten years. The Beaumont Police Department provides police protection services in the area of the Project Site. The target service ratio is 1.0 to 1.2 officers per 1,000 residents.[39] The Project Site is located in a developed area with existing police protection services. The closest police station, located at 660 Orange Avenue, is approximately 1.5 miles south of the Project Site. In order to fund police protection services, the City is annexing new residential developments into existing Community Facilities Districts (CFDs) or forming a new CFD. These CFDs will fund public safety and municipal services, which aligns with Beaumont 2040 Plan Policy 5.8.3 that requires new development to pay its fair share of required improvements, maintenance, and services. The Project Applicant would be required to pay a one-time basic service facility fee. Any increase in demand for police protection resulting from the Proposed Project has been accounted for in the 2040 General Plan and would be considered less than significant. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) *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 schools?*

Less than Significant Impact. The Project Site is located within the boundaries of the Beaumont Unified School District (BUSD). The increase in employment from the Proposed

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[38] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.14-1. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/
[39] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.14-5. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

Project is anticipated to be fulfilled by the local labor pool. The Proposed Project is not anticipated to result in an increase in population growth within the area, and therefore would not increase the number of students. The Project Applicant will be required to pay applicable development fees in support of public school facilities. This fee will be sufficient in mitigating potential impacts of the Proposed Project on schools. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) *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 parks?*

Less than Significant Impact. According to the 2040 General Plan, the City intends to improve the requirement of establishing five acres of parkland for every one thousand persons in conjunction with residential development. The City of Beaumont and the Cherry Valley Recreation and Park District own and operate park facilities that serve residents of the City. Population growth resulting from the implementation of the 2040 General Plan will lead to an increased demand for public parks. The City currently exceeds park ratios established in the 2040 General Plan. In addition, access to parks in Beaumont is generally high. The City's Local Park Code and the State of California Quimby Act require new development to provide parkland dedications or appropriate fees in case the Proposed Project might have direct or indirect impacts on parks. The Proposed Project does not propose new homes. Therefore, no increase in the City's population is anticipated from implementation of the Proposed Project and no new government facilities, such as parks, are required. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) *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 other public facilities?*

Less than Significant Impact. The Proposed Project is not anticipated to have a significant impact on public facilities/services because an increase in the City's population is not anticipated with the Proposed Project. In addition, the Project Applicant's payment of development impact fees will mitigate any potential impacts on public services. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.16 RECREATION

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☐	☒

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☐	☒

3.16.1 Environmental Setting

The Open Space designation refers to open space lands used for recreation and conservation including parks, trails, and golf courses. The Beaumont-Cherry Valley Recreation and Park District (BCVRPD) is a Special District within the City of Beaumont. BCVRPD operates facilities estimated at 60.5 acres within City boundaries. The City will protect the rural landscape, including quality access to air and water, open space, and mountain views. In protected open space areas, the City will promote active open space corridors and trails that support natural vegetation, scenic vistas, and sensitive habitats as well as recreational opportunities.[40]

3.16.2 Impact Analysis

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?*

No Impact. The implementation of the Proposed Project is not expected to lead to substantial population growth. As a result, the Proposed Project would not lead to substantial physical deterioration of neighborhood and regional parks or other recreational facilities. It would not require the construction or expansion of park or other recreational facilities to meet demands. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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?*

No Impact. The Proposed Project is a commercial development and its demand for employment is anticipated to be filled by the local labor pool. It would not require the construction or expansion of recreational facilities to meet demands of residential development. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

[40] City of Beaumont. General Plan. Page 32.

3.17 TRANSPORTATION

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☐	☒	☐
(b)	Conflict or be inconsistent with CEQA Guidelines s § 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?	☐	☐	☒	☐

3.17.1 Environmental Setting

Major transportation routes through the General Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (Beaumont 2040 Plan, p. 13). The Downtown Area Plan (DAP) is focused on Sixth Street between Veile Avenue and Highland Springs Avenue, and along Beaumont Avenue between Fifth Street and 12th Street. A comprehensive transportation network of freeways and streets, bicycle lanes, golf cart network, bus transit, and passenger rail provide mobility options within the City. This transportation network also includes sidewalks and trails and associated facilities. The current system reflects a focus on automobile movement.

3.17.2 Impact Analysis

A Traffic Impact Analysis (TIA), dated January 16, 2024, was prepared for the Proposed Project by Ganddini Group, Inc. to provide an assessment of traffic operations resulting from development of the Proposed Project and to identify measures necessary to mitigate potentially significant traffic impacts (see Appendix J). This report is summarized herein.

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

Less than Significant Impact.

The Proposed Project is a land use project that would allow commercial services to be more accessible to residents of neighborhoods nearby. The Proposed Project is forecast to generate a total of approximately 8,766 daily trips prior to accounting for pass-by trip adjustments, including 683 trips during the AM peak hour and 721 trips during the PM peak hour. With applicable pass-by trip adjustments, the Proposed Project is forecast to generate a total of approximately 4,095 net daily vehicle trips, including 331 net trips during the AM peak hour and 335 net trips during the PM peak hour.

The purpose of the Mobility Element of the City General Plan is to develop a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies

in the element have been developed to ensure that all streets within the City are reviewed through a "complete streets" lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. The Proposed Project is consistent with the following applicable goals and policies:

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.
Policy 4.1.5: Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.
Consistent: There are currently existing bicycle lanes along Oak Valley Parkway west of Beaumont Avenue. The Proposed Project would provide bike racks. Sidewalks are not provided on the west sides of the street along Beaumont Avenue north of Oak Valley Parkway, and along both sides of Oak Valley Parkway west of Beaumont Avenue. Sidewalks are proposed to be constructed along Project Site frontage. The study area is currently served by PassTransit bus service. Route 2 run along Beaumont Avenue, Cougar Way and Oak Valley Parkway. Route 3 runs along Cougar Way and Beaumont Avenue. Route 4 runs along 10th Street, Palm Avenue, Cougar Way, Beaumont Avenue and Brookside Avenue. Routes 7 runs along Oak Valley Parkway, Beaumont Avenue, Cougar Way and Brookside Avenue. Route 9 runs along Palm Avenue, Cougar Way and Beaumont Avenue. A bus stop is proposed immediately south of the Project Site. Therefore, the Proposed Project would be easily accessible.

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

Policy 4.2.2 Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.
Consistent: A bus stop is proposed immediately south of the Project Site. Sidewalks are proposed to be constructed along Project Site frontage. No changes are proposed to the existing bicycle lanes near the Project Site. The Proposed Project would provide bike racks.

Policy 4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.
Consistent: Under proposed conditions, 5 more feet will be dedicated to the public right-of-way than under current conditions.

Policy 4.2.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.
Consistent: The Proposed Project includes the construction of sidewalks along Project Site frontage. No changes are proposed to the existing bicycle lanes near the Project Site. The Proposed Project would provide bike racks.

Goal 4.6: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

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

Consistent: The Proposed Project would provide multiple commercial uses in one lot. The Project Applicant is required to provide 243 parking spaces. 258 parking spaces would be provided.

Therefore, the Proposed Project is not anticipated to conflict with the City General Plan. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) Conflict or be inconsistent with CEQA Guidelines s § 15064.3, subdivision (b)?

Less than Significant Impact. The City of Beaumont has ratified SB 743 VMT Threshold for CEQA Compliance Related to Transportation Analysis on June 16, 2020. The City's guidelines are based on the Western Riverside Council of Governments (WRCOG) Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, updated March 2020, which also consider guidance and substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The Proposed Project consists of a total of 39,801 square feet of various commercial retail uses, including several fast food restaurants, a gas station with a convenience store, an express car wash and retail shops that would generally serve the local community and therefore meets the accepted definition for local-serving retail. As noted in the OPR Technical Advisory, new retail development typically redistributes shopping trips rather than creating new trips. By adding retail opportunities into the urban fabric and thereby improving proximity, local-serving retail tends to shorten trips and reduce VMT.

Based on screening criteria Project Type Screening, the Proposed Project satisfies the City-established screening criteria for local serving retail less than 50,000 square-feet and may be presumed to result in a less than significant VMT impact.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) Would the project 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 comprises a total of 39,801 square feet of various commercial retail uses, including several fast-food restaurants, a gas station, an express car wash and retail shops. It would provide 4 access driveways. Proposed Project Driveway 1 is proposed to be a signalized full access driveway on Beaumont Avenue that aligns with the existing driveway for the Oak Valley Town Center commercial plaza. Proposed Project Driveway 2 is proposed to be a stop-controlled right turns in/out only access on Beaumont Avenue near the northeast corner of the Project Site. Proposed Project Driveway 3 is proposed to be a stop-controlled full access driveway on Oak Valley Parkway that is located adjacent to the west Proposed Project boundary. Proposed Project Driveway 4 is proposed to be a stop-controlled right turns in/out only access driveway on Oak Valley Parkway just west of Beaumont Avenue. The Proposed Project does not include geometric design features or incompatible uses that would substantially increase hazards. The Project Site is not adjacent to windy roads. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The Beaumont Code of Ordinances requires that minimum driveway width shall be 12 feet per lane for a one-way driveway and 25 feet for a two-way driveway.[41] The Proposed Project would provide four access driveways. Proposed Project Driveway 1 is signalized, full access 38- foot driveway; Proposed Project Driveway 2 is a 25-foot two-way driveway; Proposed Project Driveway 3 and 4 are both two-way 30-foot wide driveways off of Oak Valley Parkway. The driveways would be wide enough to allow evacuation and emergency vehicles simultaneous access. With the proposed raised median on Oak Valley Parkway from Beaumont Avenue to the Proposed Project Driveway 3, the currently full access intersection of San Miguel Drive at Oak Valley Parkway will be restricted to a right-in/right-out only intersection. As concluded in the TIA, the 95th percentile eastbound through queues on Oak Valley Parkway is projected to not reach Project Driveway 3. Since both the eastbound and westbound through lanes on Oak Valley Parkway at Project Driveway 3 are not congested or blocked, it is appropriate for Project Driveway 3 to be a stop-controlled full access intersection as proposed. The County Fire Department shall have the authority to inspect the Project Site as often as necessary to ensure that there are no hazards violating fire safety, such as inadequate emergency access. The Proposed Project would provide more than the required number of on-site parking spaces and therefore, vehicles would not be parked in the public right-of-way. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

18.	TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	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:	☐	☐	☐	☐
	i) 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	☐	☐	☒	☐

[41] City of Beaumont. Code of Ordinances. https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.05OREPALOST_17.05.050ACRE

18.	TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	ii) 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.	☐	☐	☒	☐

3.18.1 Environmental Setting

The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla and a small portion of Serrano ancestral territory. Additionally, recorded and unrecorded tribal cultural resources exist within the City of Beaumont and its Sphere of Influence, including along Highways 60 and 79.[42]

3.18.2 Impact Analysis

i) Would the project cause a substantial adverse change in a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant Impact. A Historical/Archaeological Resources Survey Report, dated March 2, 2018, was prepared for the Proposed Project by CRM TECH. Throughout the course of the field survey, no potential tribal cultural resources were encountered within or adjacent to the Project Site. On December 20, 2017, CRM TECH submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's sacred lands file. In the meantime, the Tribal Historic Preservation Office of the Morongo Band of Mission Indians was notified of the upcoming archaeological fieldwork and invited to participate.

In response to CRM TECH's inquiry, the NAHC reported in a letter dated January 4, 2018, that the sacred lands record search identified no Native American cultural resources within the Project Site, but recommended that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region. Upon receiving the NAHC's response, CRM TECH sent written requests for comments to 33 of the 35 individuals on the referral list and the organizations they represent.

At the time of the preparation of the report, CRM TECH received responses in writing from seven tribal representatives. Judy Stapp of the Cabazon Band of Mission Indians and Amanda Vance, Chairperson for the Augustine Band of Cahuilla Indians, stated that their tribes had no specific information on any Native American cultural resources in the Project Site. Ms. Vance requested to be notified of any Native American cultural resources discovered during execution of the Proposed Project. Jessica Mauck, Cultural Resources Analyst for the San

[42] City of Beaumont. 2040 General Plan. Page 209.

Manuel Band of Mission Indians, and Ray Teran with the Resource Management Department of the Viejas Band of Kumeyaay Indians found the Project Site to be outside their respective tribes' area of interest.

Raymond Huaute of the Morongo Band of Mission Indians and Katie Croft, Cultural Resources Manager for the Agua Caliente Band of Cahuilla Indians, both identified the Proposed Project t location as a part of the tribe's traditional use area and request copies of the report for tribal review. Joseph Ontiveros, Cultural Resources Director for the Soboba Band of Luiseño Indians, also claimed the Proposed Project location as a part of the tribe's traditional use area, as well as an area considered to be culturally sensitive to the Soboba people.

On behalf of the tribe, Ms. Croft requested copies of all cultural resources documentation resulting from the Proposed Project. Raymond Huaute recommended a comprehensive archaeological survey for the Proposed Project (summarized as Mitigation Measure CR-1 above). He requested further consultation with the Project Proponent and the City of Beaumont, Native American monitoring of the Proposed Project by a representative of the Soboba Band, and proper treatment of cultural remains discovered during construction. In addition, Mr. Ontiveros stated that data maintained by the Soboba Band identified "multiple areas of potential impact," and offered to share specific information during future consultation with the City of Beaumont. AB52 consultation is summarized below.

No significant impacts are identified and no additional mitigation measures are required.

ii) Would the project cause a substantial adverse change in 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?

Less than Significant Impact. California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a Proposed Project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

As required by CEQA, AB 52 consultation is performed between the lead government agency and California Native American tribes who have requested notification of projects in their traditional area. On October 2, 2019, the City of Beaumont submitted AB 52 notification letters to 19 Native American tribal governments or designated tribal representatives. Of the 19 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from five tribes. Responses and consultation requests were received from the following tribes within 30-days:

- Agua Caliente Band of Cahuilla Indians (November 7, 2019): The tribe requested consultation within the 30-day timeframe under AB 52 and requested additional information, which was sent on December 3, 2019.
- Cahuilla Band of Indians (October 17, 2019): The tribe responded within the 30-day timeframe under AB 52 and stated they did not wish to consult at this time. The tribe

did state that the Proposed Project is within the Cahuilla traditional use area and requested to be notified of any updates or changes to the Proposed Project moving forward.

- Morongo Band of Mission Indians (October 22, 2019): The tribe requested consultation within the 30-day timeframe under AB 52 and requested additional information, which was sent on October 24, 2019.
- Rincon Band of Luiseno Indians (October 17, 2019): The tribe responded within the 30-day timeframe under AB 52 and declined consultation because the Proposed Project is outside of Luiseno Aboriginal Territory.
- San Manuel Band of Mission Indians (October 8, 2019): The tribe responded within the 30-day timeframe under AB 52 and declined consultation because the Proposed Project is outside of Serrano ancestral territory.

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 Proposed Project. The 30-day request period for consultation expired on November 24, 2019. Five of the 19 tribal representatives responded to the initial notification letter, with two requesting consultation. Tribal consultation between the City of Beaumont and the Agua Caliente Band of Cahuilla Indians and the Morongo Band of Mission Indians is ongoing. Any mitigation measures required by the tribe(s) and agreed to by the City may become Proposed Project Conditions of Approval (COAs). 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, as of the date of this Initial Study, less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.19 UTILITIES AND SERVICE SYSTEMS

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☐	☒	☐

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes?	☐	☐	☒	☐

3.19.1 Environmental Setting

The City is serviced by the Beaumont/Cherry Valley Water District (BCVWD) for water treatment and delivery system. The City of Beaumont Wastewater Treatment Plant recycles wastewater made available to the community. Electrical service is provided by Southern California Edison. The Southern California Gas Company (SCG) provides basic residential and business gas services with no constraints to substantial future development. Landfill and recycling services are provided by Waste Management.

3.19.2 Impact Analysis

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

Less than Significant Impact. New development in the City is required to connect to the City's sanitary sewer system. All sewage generated within the City is treated at the City-owned Beaumont Wastewater Treatment Plant No. 1 (WWTP). The Proposed Project will connect to an existing 12-inch sewer line in Oak Valley Parkway that provides sewer service to the area. The Beaumont-Cherry Valley Water District (BCVWD) will provide water service to the Proposed Project. A Will-Serve letter, dated October 16, 2023, was provided by BCVWD. There are 10-inch and 12-inch water lines along Oak Valley Parkway and 12-inch water lines along Beaumont Avenue that the Proposed Project can connect to. Implementation of the Proposed Project would not require the construction of new water or wastewater treatment facilities or existing facilities.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) Master Drainage Plan (MDP) for the Beaumont Area addresses the drainage problems of the City and City's SOI and provides an economical plan that considers flood protection for both existing and future development. The Beaumont MDP encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City. Generally, the MDP boundary limits are the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont City limits to the south, and Interstate 10 and Wildwood Canyon to the southwest and northwest, respectively. Underground infiltration basins would detain the incremental increase in storm runoff from the Proposed Project. Therefore, no construction or expansion of stormwater drainage facilities are required with implementation of the Proposed Project.

SCE will provide basic electrical services to the Project Site. There are existing power poles along Oak Valley Parkway that the Proposed Project can connect to. The estimated electricity demand for the Proposed Project is approximately 860,531 kWh per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of

electricity. As concluded in Section 3.6, the increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for the non-residential sector of the County of Riverside.

The Project Site would be serviced by SoCalGas's existing natural gas distribution system that serves the general area of the Project Site. There are existing gas valves along Oak Valley Parkway that the Proposed Project can connect to. The estimated natural gas consumption for the Proposed Project is approximately 1,539,062 kBTU per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 144 million therms of gas. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas.

The Proposed Project would be served by Verizon for telephone service and Charter Communications for cable. Neither provider is anticipated to fall short of services for potential customers. The Proposed Project's demand for telecommunication services is not significant enough to require relocation or construction of facilities.

Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Project Site will be serviced by the Beaumont-Cherry Valley Water District (BCVWD). The BCVWD's 2020 Urban Water Management Plan (UWMP) estimated the City's water supplies and demand from 2020 and projected supplies and demand through 2045. At the time the UWMP was prepared, the estimated population served by the District was 59,000. The City of Beaumont is currently experiencing rapid growth and is expected to nearly double in population by 2045.[43] As part of the District's 2020 UWMP update, an analysis was performed to assess the potential water supplies available over the next 25 years under normal conditions, as well as the supply conditions during single and multiple dry years. The BCVWD can anticipate a surplus in supply over the next 25 years under normal conditions. During single dry year and multiple dry years conditions, it is expected that the District's supply will need to be supplemented with water from the storage account in the Beaumont Basin.[44]

The Proposed Project is estimated to have a demand of 25.13 acre-feet per year (AFY) of water.[45] 90% of water used for the proposed car wash would be recycled. The 2040 General Plan proposes a maximum of 40,849 residential dwelling units and based on development at a typical non-residential intensity, is anticipating approximately 33,075,597 square feet of non-residential uses (i.e. retail/service, office, industrial) in the 2040 General Plan area at 100 percent build-out. The 2020 UWMP incorporates the 2040 General Plan.[46]

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[43] Beaumont-Cherry Valley Water District. 2020 Urban Water Management Plan. September 2021.

[44] Beaumont-Cherry Valley Water District. 2020 Urban Water Management Plan. September 2021.

[45] Based on factor of 3.50 AFY per acre for commercial uses. County of Riverside Environmental Impact Report No. 521. Table 4.19-BI. February 2015.

[46] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.18-35. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

The Project Site has a current Zoning of Commercial Neighborhood (CN), and the Proposed Project would be consistent with this 2040 General Plan designation. Any increase in water demand resulting from the development and operation of the proposed uses would have been accounted for in BCVWD's UWMP.

Compliance with BCVWD's development conditions, if any, will ensure that the Proposed Project does not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project is required to conform to the City of Beaumont and County of Riverside Landscaping Standards that pertain to water efficient landscape requirements. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Proposed Project has a 2040 General Plan land designation of Commercial Neighborhood, and its development is included in the City's projected future growth.

The WWTP is in the process of a capacity expansion from 4.0 million gallons per day (mgd) to 6.0 mgd in order to serve the projected City population for the next 20 years. The future capacity of 6.0 mgd could be reached around 2038 assuming the current City growth rate, which would be a conservative assumption since development would typically slow as the City approaches buildout. Maximum flow to the WWTP, beyond the 20-year planning period, is projected to be 8.0 mgd. To this end, the WWTP has been developed in a "modular" fashion by which capacity can be economically and efficiently increased with additional trains of process equipment.[47] The Proposed Project would generate an estimate of 8,592 gallons per day (gpd).[48] This increase in wastewater generated would account for approximately 0.2% of the WWTP's current capacity.

It is the City's responsibility to provide sufficient wastewater conveyance and treatment services to customers within its service area. With the City's current WWTP expansion, the City is anticipated to have adequate treatment capacity for current and future residents until approximately 2038. The WWTP discharge permit with the Santa Ana RWQCB stipulates that a capacity expansion will be needed when the influent flow reaches a certain proportion of the maximum design capacity (typically 75 percent). Because additional treatment capacity may be needed in the future, the proposed 2040 General Plan policies for Community Facilities and Infrastructure Goal 7.5 will ensure the City continues monitoring influent rates at the wastewater treatment plant as new development projects are proposed, and coordinates treatment capacity expansion as needed. Furthermore, the proposed 2040 General Plan policies for Land Use and Design Goal 3.2 will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that

[47] City of Beaumont. Beaumont General Plan 2040 Draft PEIR. Page 5.18-36. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720/

[48] Based on factor of 1200 gpd per acre for commercial uses. County of Riverside Environmental Impact Report No. 521. Table 4.19-BJ. February 2015.

future developments pay their fair share for any needed infrastructure improvements. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The City is within the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Waste generated within the City is also taken to other Riverside County landfills, as well as various landfills throughout the state. Disposal of the municipal waste generated within the General Plan Area, of which the Proposed Project is included, is ultimately the responsibility of the County of Riverside. As such, the County will direct municipal wastes to any of the available disposal sites. This could be accomplished through direct transport to an alternative landfill, or through the construction and operation of a transfer facility. Wastes generated under buildout conditions will be directed to landfills with available capacity, as determined by the County. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan (CIWMP).

Riverside County General Plan EIR No. 521 uses the following solid waste generation factor for commercial development: 2.4 tons per 1,000 square feet per year. The Proposed Project includes the development of 39,801 SF of commercial uses. These proposed structures are anticipated to generate approximately 95.5 tons of solid waste annually. The Project Site has a current zoning of Commercial Neighborhood, and the Proposed Project would be developed in accordance with the requirements of this zoning. Solid waste generation from the Proposed Project was accounted for in the 2040 General Plan and the City's expected increase in waste generation. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Riverside County General Plan EIR No. 521 uses the following solid waste generation factor for commercial development: 2.4 tons per 1,000 square feet per year. The Proposed Project includes the development of 39,801 SF of commercial uses. These proposed structures are anticipated to generate approximately 95.5 tons of solid waste annually.

The CIWMP was prepared in accordance with the California Integrated Waste Management Act of 1989 (AB 939). The SRRE is included in the CIWMP and analyzes the local wastestream to determine where to focus diversion efforts, including programs and funding. The City of Beaumont requires all development to adhere to all source reduction programs set forth in the SRRE for all 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, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.20 WILDFIRE

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

3.20.1 Environmental Setting

Beaumont has been identified by CAL FIRE as being located within a "wildland-urban interface". The "wildland-urban interface" includes areas where homes or structures are intermixed with wildlands, which creates high wildfire risk. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions.[49]

3.20.2 Impact Analysis

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

Less than Significant Impact. The Project Site is located on the northwest corner of Oak Valley Parkway and Beaumont Avenue. The 2040 General Plan Circulation Element provides for appropriate evacuation routes and circulation throughout the General Plan Area to facilitate rapid response to emergency situations. The portion of these roads along the Project Site are considered evacuation routes.[50] The City has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. It is an extension of the State Emergency Plan.[51] New development plans are subject to review and approval by the RCFD, thereby ensuring that the Proposed Project does not interfere with evacuation. The City and Riverside

[49] City of Beaumont. 2040 General Plan. Page 230.
[50] City of Beaumont. 2040 General Plan. Figure 9.2 Evacuation Routes.
[51] City of Beaumont. 2040 General Plan. Page 224.

County Fire Department established certain design standards to ensure that site planning and building design consider public safety and fire prevention; these standards include requirements governing emergency access. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City and County. Access to the Project Site would be provided via two driveways along Beaumont Avenue and two driveways along Oak Valley Parkway. Site access for operations would be subject to approval of the Site Plan by the City. Therefore, less than significant impacts are anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Proposed development under the General Plan is subject to environmental and building permit review procedures to ensure adequate and appropriate site design and construction methods are implemented to reduce the risk of wildland fires. For new development, the creation of defensible areas around building structures, and use of fire-resistant building materials will provide protection from wildland fires. Moreover, the Project Site does not lie within a Very High Fire Hazard Severity Zone (VHFHSZ) and is not in area considered a wildland fire risk.[52] The implementation of the Proposed Project would eliminate the existing ruderal vegetation, and providing a paved foundation and irrigated landscaping. Riverside County Fire Department (RCFD) will review the final design to ensure the mitigation of fire hazards and minimal impacts to the environment. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Proposed Project would not include the installation of utilities but connect with service laterals to existing water, sewer, and power mains. As stated previously, the Project Site is not located within a Very High Fire Hazard Severity Zone. The Proposed Project would include buildings with fire safety and fire suppression design elements, and proper landscaping as to not exacerbate wildfire risks. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Project Site would be graded, and therefore the Proposed Project would not be subject to post-fire slope instability. The westernmost parcel will not be encroached upon to provide a buffer between Marshall Creek and the Proposed Project. The implementation of associated storm water BMPs will ensure that the Proposed Project appropriately conveys storm water runoff without affecting upstream or downstream drainage characteristics. The Proposed Project would retain the incremental increase in site-generated runoff. As a result, the Proposed Project will not expose people or structure to significant risks,

[52] City of Beaumont. 2040 General Plan. Figure 9-3 Fire Hazard Severity Zone Map.

such as downslope flooding or landslides. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	☐	☒	☐	☐

3.21.1 Impact Analysis

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. In February 2018, a Biological Resources Assessment (BRA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared for the Proposed Project by Jericho Systems, Inc. An updated Biological Resources Assessment, Jurisdictional Waters Assessment, and Burrowing Owl Habitat Survey report, dated March 30, 2021, was prepared to provide information for the 2018 and 2021 efforts and document any changes in literature reviews or site conditions that may have occurred between the 2018 and 2021 efforts. Nine sensitive species and four sensitive habitats have been documented in the *Beaumont* and *El Casco* USGS 7.5-minute series quadrangles. Although not a State- or federally-listed as threatened or endangered species, burrowing owl (*Athene cunicularia*) are considered a State and federal Species of Special Concern (SSC) and are a migratory bird protected by the international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California Fish and Game Code. Based on site conditions, the likelihood of burrowing owl is low, and the species is currently absent. However, to ensure that there are no impacts to burrowing owl, Mitigation Measure BIO-1 shall be implemented.

The MBTA provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. Vegetation suitable for nesting birds does exist within and adjacent to the Project Site and most birds are protected by the MBTA. Therefore, Mitigation Measure BIO-2 shall be implemented to avoid potential significant impacts to nesting birds. A Biological Resources Assessment and Western Riverside MSHCP Updated letter, dated February 12, 2023, was prepared for the Project Site by Jennings Environmental, LLC (Jennings) to determine the current site conditions at Project Site and document any changes from the previous study. As stated in the 2023 update letter, the Project Site appears to be largely unchanged from the previous report. Therefore, no additional mitigation measures are required.

A Historical/Archaeological Resources Survey Report, dated March 2, 2018, was prepared by CRM TECH for the Proposed Project. CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire Project Site. During the survey, a concrete slab foundation and a few fragments of broken concrete were noted in the Project Site, representing the remains of two apparent rural residential complexes that dated to the early and mid-20th century. Retaining no integrity to relate to the historic period and occurring without any associated artifact deposits, these minor, fragmented, and ubiquitous structural remains demonstrate no potential to meet the criteria for listing in the California Register of Historical Resources, and are therefore not considered potential "historical resources." No other features of prehistoric or historical origin were encountered throughout the course of the study. Based on these findings, CRM TECH recommends to the City of Beaumont a conclusion of No Impact on cultural resources. However, there is always a potential for unanticipated discovery of cultural resources during the execution of the Proposed Project. Therefore, Mitigation Measure CR-1 is recommended to avoid the potential to 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?)*

Less than Significant with Mitigation Incorporated. Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

> *(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.*
>
> *(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.*

Air Quality

There are a number of cumulative projects in the area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality; and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. This applies to TACs as well, as the SCAQMD does not have any cumulative TAC thresholds; therefore, projects that do not exceed the SCAQMD TAC threshold criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Proposed Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which, would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. The Proposed Project will not be a source of significant TACs and will not cause significant cancer or non-cancer-related health risks. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the Proposed Project, based on the magnitude of traffic the Proposed Project is anticipated to create. Therefore, operation of the Proposed Project would not result in a cumulatively considerable net increase for nonattainment of criteria pollutants or ozone precursors, or TACs. As a result, the Proposed Project would result in a less than significant cumulative impact for operational emissions.

Greenhouse Gas

Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly

relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective." The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3),31 the City, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in Section 3.8 – Greenhouse Gas Emissions, the Proposed Project is consistent with the Sustainable Beaumont Plan. Thus, given the Proposed Project's consistency with the Sustainable Beaumont Plan and SCAQMD's draft 3,000 MTCO2e per year threshold for all land uses, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the Proposed Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

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

Less than Significant with Mitigation Incorporated. Mitigation Measure N-1 restricts car wash and car wash vacuuming hours to daytime hours only and would mitigate Proposed Project operational noise impacts to less than significant level.

The City of Beaumont, as is the case for most of Southern California, is located within a seismically active region. The Project Site is located within a County of Riverside designated fault zone study area, but not within a state designated Alquist Priolo Earthquake Fault Zone. In addition, two active faults traverse the Project Site. Implementation of the recommendations identified in the geotechnical report would ensure that no significant impacts due to geologic hazards occur with development of the Proposed Project.

REFERENCES

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