WALMART FUEL BEAUMONT

Initial Study/Mitigated Negative Declaration

Beaumont Retail Partners Specific Plan Amendment No. 2

LEAD AGENCY:

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PLANNING DEPARTMENT
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BEAUMONT, CA 92223

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March 7, 2024

TABLE OF CONTENTS

Section Name and Number			Page
1.0	**Introduction**		**1-1**
1.1	Document Purpose		1-1
1.2	History of Beaumont Retail Partners Specific Plan		1-1
1.3	Project Summary		1-3
1.4	California Environmental Quality Act (CEQA)		1-3
	1.4.1	*CEQA Objectives*	*1-3*
1.5	CEQA Requirements for a Mitigated Negative Declaration (MND)		1-3
	1.5.1	*Format and Content of this MND*	*1-4*
	1.5.2	*Initial Study Conclusions*	*1-5*
	1.5.3	*MND Processing*	*1-5*
	1.5.4	*Lead Agency Contact Information*	*1-6*
2.0	**Environmental Setting**		**2-1**
2.1	CEQA Requirements for the Environmental Setting		2-1
2.2	Existing Conditions		2-1
	2.2.1	*Project Location*	*2-1*
	2.2.2	*Existing Site and Area Conditions*	*2-1*
	2.2.3	*Existing Project Access*	*2-2*
	2.2.4	*Existing Transit*	*2-2*
	2.2.5	*Existing Bicycle and Pedestrian Facilities*	*2-2*
2.3	Planning Context		2-2
	2.3.1	*Beaumont General Plan and Beaumont Retail Partners Specific Plan*	*2-2*
	2.3.2	*Surrounding Land Use*	*2-2*
3.0	**Project Description**		**3-1**
3.1	Project Entitlement		3-1
	3.1.1	*Specific Plan Amendment*	*3-1*
	3.1.2	*Conditional Use Permit*	*3-1*
	3.1.3	*Plot Plan*	*3-1*
	3.1.4	*Conditional Use Permit*	*3-3*
	3.1.5	*Sign Program Amendment*	*3-3*
	3.1.6	*Conceptual Architecture*	*3-4*

TABLE OF CONTENTS

Section Name and Number			Page
		3.1.7 Conceptual Landscaping	*3-4*
	3.2	Construction Characteristics	3-4
		3.2.2 Earthwork and Grading	*3-5*
		3.2.3 Fire Exhibit	*3-5*
		3.2.4 Conceptual Utility Plan	*3-5*
	3.3	Operational Characteristics	3-5
4.0	**Environmental Checklist**		**4-1**
	4.1	Environmental Factors Potentially Affected	4-1
	4.2	Determination	4-2
5.0	**Environmental Analysis**		**5-1**
	5.1	Environmental Issues Assessment	5-1
		5.1.1 Aesthetics	*5-1*
		5.1.2 Agriculture and Forest Resources	*5-4*
		5.1.3 Air Quality	*5-7*
		5.1.4 Biological Resources	*5-15*
		5.1.5 Cultural Resources	*5-18*
		5.1.6 Energy	*5-22*
		5.1.7 Geology and Soils	*5-27*
		5.1.8 Greenhouse Gas Emissions	*5-33*
		5.1.9 Hazards and Hazardous Materials	*5-36*
		5.1.10 Hydrology and Water Quality	*5-41*
		5.1.11 Land Use and Planning	*5-49*
		5.1.12 Mineral Resources	*5-50*
		5.1.13 Noise	*5-51*
		5.1.14 Population and Housing	*5-63*
		5.1.15 Public Services	*5-64*
		5.1.16 Recreation	*5-67*
		5.1.17 Transportation	*5-68*
		5.1.18 Tribal Cultural Resources	*5-77*
		5.1.19 Utilities and Service Systems	*5-78*

TABLE OF CONTENTS

Section Name and Number **Page**

5.1.20 Wildfire 5-82

5.1.21 Mandatory Findings of Significance.....5-83

5.2 Earlier Analyses.....5-85

6.0 References.....6-1

7.0 Mitigation Monitoring and Reporting Program 7-1

LIST OF FIGURES

Figure Name and Number **Page**

Figure 2-1 Regional Map 2-3
Figure 2-2 Vicinity Map 2-4
Figure 2-3 Aerial Photograph 2-5
Figure 2-4 USGS Topographic Map 2-6
Figure 2-5 Existing Transit Routes 2-7
Figure 2-6 Existing Pedestrian Facilities 2-8
Figure 2-7 General Plan Land Use Designations 2-9
Figure 2-8 City of Beaumont Zoning 2-10
Figure 3-1 Overall Site Plan 3-6
Figure 3-2 Site Plan 3-7
Figure 3-3 Parking Exhibit 3-8
Figure 3-4 Proposed Signage 3-9
Figure 3-5 Kiosk Materials 3-10
Figure 3-6 Overall with Canopy - Sheet 1 3-11
Figure 3-7 Overall with Canopy - Sheet 2 3-12
Figure 3-8 Color Elevations 3-13
Figure 3-9 Conceptual Landscaping 3-14
Figure 3-10 Grading Plan 3-15
Figure 3-11 Grading Plan Insets 3-16
Figure 3-12 Utility Plan 3-17
Figure 3-13 Fire Exhibit 3-18
Figure 5-1 Receiving Waters Map 5-45
Figure 5-2 WQMP Site Plan 5-46
Figure 5-3 Corner Sight Distance 5-76

LIST OF TABLES

Table Name and Number		Page
Table 1-1	Beaumont Retail Partners Specific Plan Proposed Uses	1-2
Table 1-2	SPA No. 12-SPA-01, Beaumont Retail Partners (Walmart) Conceptual Land Use Summary 1-2	
Table 1-3	Beaumont Retail Partners (Walmart) SPA No. 2 Conceptual Land Use Summary	1-3
Table 2-1	Surrounding Land Uses	2-2
Table 3-1	Anticipated Construction Equipment Assumptions and Duration	3-4
Table 5-1	Overall Construction Emissions Summary - Without Mitigation	5-10
Table 5-2	Summary of Peak Operational Emissions	5-11
Table 5-3	Localized Construction-Source Emissions – Without Mitigation (1 of 2)	5-13
Table 5-4	Localized Construction-Source Emissions -Without Mitigation (2 of 2)	5-13
Table 5-5	Project GHG Emissions	5-35
Table 5-6	City of Beaumont Operational Noise Standards	5-52
Table 5-7	Significance Criteria Summary	5-54
Table 5-8	24-Hour Ambient Noise Level Measurements	5-55
Table 5-9	Typical Construction Equipment Noise Level Summary	5-56
Table 5-10	Typical Construction Noise Level Compliance	5-57
Table 5-11	Operational Noise Level Compliance	5-58
Table 5-12	Daytime Project Operational Noise Level Increases (DBA LEQ)	5-59
Table 5-13	Nighttime Operational Noise Level Increases (DEB LEQ)	5-59
Table 5-14	Existing with Project Traffic Noise Level Increases	5-60
Table 5-15	Opening Year Cumulative (2024) with Project Traffic Noise Increases	5-61
Table 5-16	Typical Construction Equipment Vibration Levels	5-62
Table 5-17	Project Trip Generation Summary	5-69
Table 5-18	Summary of Deficient Intersections by Analysis Scenario	5-70
Table 5-19	Reference Drive-Thru Queueing Data Summary	5-74

LIST OF TECHNICAL APPENDICES

Appendix	Document Title
Appendix A	Air Quality Impact Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024.
Appendix B	Energy Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024.
Appendix C	Geotechnical Engineering Investigation, prepared by Salem Engineering Group, Inc., and dated October 19, 2020.
Appendix D	Greenhouse Gas Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024.
Appendix E	Phase I Environmental Site Assessment, prepared by Salem Engineering Group, Inc., and dated October 16, 2020.
Appendix F	Project Specific Water Quality Management Plan, prepared by CEI Engineering Associates, Inc., and dated April 30, 2021.
Appendix G	Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated January 3, 2024.
Appendix H	Vehicle Miles Travelled (VMT) Analysis, prepared by Urban Crossroads, Inc., and dated August 23, 2021.
Appendix I	Traffic Analysis, prepared by Urban Crossroads, Inc., and dated November 22, 2023.
Appendix J	A Phase I Cultural Resources Assessment, prepared by BFSA Environmental Services, and dated March 2, 2023.

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measures
BANL	Base Ambient Noise Level
BMP	Best Management Practices
BCVWD	Beaumont-Cherry Valley Water District
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAAQS	California Ambient Air Quality Standards
CBSC	California Building Standards Code
CDC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CMU	Concrete Masonry Unit
CNRA	California Natural Resources Agency
CNEL	Community Noise Equivalent Level
CPEP	Clean Power and Electrification Pathway
CU	Cubic Feet
CUPA	Certified Uniform Program Agency
CWA	Clean Water Act
dBA	A-weighted decibels
DEF	Diesel exhaust fuel
DIF	Development Impact Fee
DMA	Drainage Management Area
DTSC	Department of Toxic Substances Control
EDR	environmental Date Resources
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GC	General Commercial [land use designation]
GCC	Global Climate Change

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
GHG	Greenhouse gas
HCP	Habitat Conservation Plan
HMBEP	Hazardous Materials Business Emergency Plan
HVAC	Heating, ventilation, and air conditioning
IEPR	Integrated Energy Policy Act
ISTEA	Intermodal Surface Transportation Efficiency Act
L_{eq}	Equivalent continuous (average) sound level
LOS	Level of Service
LST	Localized Significance Threshold
MND	Mitigated Negative Declaration
MPH	Miles per hour
MSHCP	Multiple Species Habitat Conservation Plan
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OSHPD	Office of Statewide Health Planning and Development
REC	Recognized Environmental Condition
RPS	Regional Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast air Quality Management District
SCE	Southern California Electric
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SF	Square Foot; Square feet
SKR	San Diego kangaroo rat
SPA	Specific Plan Amendment
SRA	Source Receptor Area
TAC	Toxic Air Contaminant

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
TEA	Transportation Equity Act
TPA	Transit Priority Area
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
UST	Underground Storage Tank
VdB	Vibration decibel
Vhp	Vehicle fueling position
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WWTP	Wastewater Treatment Plant

1.0 Introduction

1.1 Document Purpose

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code §§ 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000 *et seq.*). This MND is an informational document intended for use by the City of Beaumont, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects resulting from planning, constructing, and operating the proposed Walmart Fuel Beaumont project (hereafter, referred to as the "Project" and described in detail in Section 3.0, *Project* Description, of this MND).

This MND was compiled by the City of Beaumont, serving as the Lead Agency for the proposed Project pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project.

The construction and operation of the proposed Project is considered to be a "project" under CEQA and, as a result, the Project is subject to the City of Beaumont's environmental review process. The primary purpose of CEQA is to ensure that decision-makers and the public are aware of the environmental implications of a specific action or project and to determine whether the proposed project will have the potential to cause significant adverse impacts on the environment. As part of the proposed Project's environmental review process, the City of Beaumont prepared an Environmental Assessment (Initial Study), which is included herein in Sections 4.0 and 5.0.

Although the Initial Study was prepared with consultant support (T&B Planning, Inc.), the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgement and position of the City of Beaumont in its capacity as Lead Agency. The City of Beaumont determined that the Initial Study and its supporting reference material provide substantial evidence that an MND is the appropriate environmental document for the proposed Project.

1.2 History of Beaumont Retail Partners Specific Plan

In 2002, the City of Beaumont adopted the *Beaumont Retail Partners Specific Plan (Specific Plan No. 02-01)* that provided for the development of commercial and retail uses on 22.68 acres located south of the Interstate 10 (I-10) Freeway near the Highland Springs Road off-ramp. The *Beaumont General Plan* designated the project area as "General Commercial" with a "Specific Plan Overlay." The General Plan stated that the intent of the Specific Plan overlay is to provide for the flexibility of mixed-use development within the project area. (City of Beaumont, 2002; Amended 2012, p 1-1)

The *Beaumont Retail Partners Specific Plan Project EIR (SCH Number 2002121010)* provided CEQA level analysis for the Specific Plan and was certified in 2004 (SCH No. 2002121010). (City of Beaumont, 2012)

As shown in Table 1-1, *Beaumont Retail Partners Specific Plan Proposed Uses,* the certified *Beaumont*

Retail Partners Specific Plan Project EIR analyzed a major retail/commercial use and a free-standing gas station. The project analyzed by the EIR provided for a major retail store up to 221,000 SF and an attended, free-standing gas station with an office/convenience kiosk and six fueling bays providing 12 fueling points. Roadway improvements included an approximately one-quarter mile segment of E. 2nd St. to be constructed along the southerly property boundary, connecting easterly to the existing terminus of E. 2nd St. In addition, at the westerly property boundary, a new street extension of approximately 500 feet in length was proposed to connect southerly to proposed E. 1st St. to be constructed from this connector road westerly to Pennsylvania Avenue. (Applied Planning, Inc., 2003, pp. 1-1 and 1-2)

Table 1-1 Beaumont Retail Partners Specific Plan Proposed Uses

Parcel No.	Land Use	Parcel Area	Building Area	Comments
1	Major Retailer	22.14 acres	221,000 SF (including expansion)	General Merchandise with Grocery Sales
2	Gas Station	0.54 acres	Kiosk: 206 SF Canopy: 4,876 SF	Fueling Station with 12 Fueling Positions
Total	-	22.68 ± acres	221,000 SF + Gas Station Facilities	-

(Applied Planning, Inc., 2003 Table 1.2-1)

In 2012, the City of Beaumont amended the *Beaumont Retail Partners Specific Plan* by approving S*pecific Plan Amendment No. 12-SPA-01, Beaumont Retail Partners (Walmart)* which allowed a change on the subject site from a gas station to a drive-thru restaurant. See Table 1-2, *SPA No. 12-SPA-01, Beaumont Retail Partners (Walmart) Conceptual Land Use Summary.*

As part of Specific Plan Amendment No. 12-SPA-01, Tentative Parcel Map No. 36488 was approved to divide one 24.02-acre parcel into two lots so that Parcel 2, which overlaid the Plot Plan, could be readily transferred to an individual commercial use (Farmer Boys) at the physical location of 1538 2nd St. Marketplace, Beaumont, CA 92223. The certified *Beaumont Retail Partners Specific Plan Project EIR* was relied upon to determine that the project would not have a significant impact on the environment. (City of Beaumont, 2012, pp. 1-2)

Table 1-2 SPA No. 12-SPA-01, Beaumont Retail Partners (Walmart) Conceptual Land Use Summary

Land Use	Net Parcel Area	Building Area	Comments
Major 1	21.89 acres	221,000 SF	General merchandiser with grocery sales
Drive-thru Restaurant	0.63 acres	3,214 SF	General drive-thru restaurant
TOTAL	22.52 acres	224,214 SF	-

1.3 PROJECT SUMMARY

The Project Applicant proposes a Plot Plan, Specific Plan Amendment (Specific Plan Amendment No. 2), Conditional Use Permit, and a Sign Program Amendment to allow for the demolition of an asphalt-paved parking lot associated with the existing Walmart Supercenter #5156, and redevelopment of 1.29 acres of the property with the construction and operation of a Walmart fuel station with kiosk and canopy with three underground gasoline and/or diesel storage tanks. See Table 1-3, *Beaumont Retail Partners (Walmart) SPA No. 2 Conceptual Land Use Summary.* The parking requirements would also be adjusted for commercial uses in the Specific Plan area. This MND was prepared to assess the potential environmental impacts of the *Beaumont Retail Partners Specific Plan Amendment No. 2*.

Table 1-3 Beaumont Retail Partners (Walmart) SPA No. 2 Conceptual Land Use Summary

Land Use	Net Parcel Area	Building Area	Comments
Major 1	21.89 acres	221,000 SF	General merchandiser with grocery sales
Fueling Station		440 SF	General fueling station associated with or independent of Major 1
Drive-thru Restaurant	0.63 acres	3,214 SF	General drive-thru restaurant
TOTAL	22.52 acres	224,654 SF	-

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an Environmental Impact Report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations. If significant adverse impacts can be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

1.5 CEQA REQUIREMENTS FOR A MITIGATED NEGATIVE DECLARATION (MND)

An MND is a written statement by the Lead Agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of an MND if the Initial Study prepared for a project identifies potentially

significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the project applicant before a proposed MND and Initial Study are released for public review, would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines § 15070(b))

1.5.1 Format and Content of this MND

The following components comprise this MND in its totality:

1) This document, including all sections. Section 1.0 includes the *Introduction*. Section 2.0 includes the Environmental Setting. Section 3.0 includes the *Project Description*. Sections 4.0 and 5.0 comprise the completed *Environmental Assessment - Initial Study* and its associated analysis that document the reasons to support the findings and conclusions of the Initial Study. Section 6.0 includes the *References* used in preparation of this MND, and which are part of the Project's administrative record on file with the City of Beaumont. A Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the proposed Project by the City of Beaumont to ensure that effects to the environment are reduced to less-than-significant levels, is attached to this MND. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.

2) Ten (10) technical reports that evaluate the environmental effects of the proposed Project are attached to this MND as Technical Appendices A-J. Each of the appendices listed below are available for review at the City of Beaumont Planning Department, located at 550 E. 6th Street, Beaumont, California, 92223 and are hereby incorporated by reference pursuant to CEQA Guidelines § 15150.

Appendix A	Air Quality Impact Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024. (Urban Crossroads, Inc., 2024a)
Appendix B	Energy Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024. (Urban Crossroads, Inc., 2024b)
Appendix C	Geotechnical Engineering Investigation, prepared by Salem Engineering Group, Inc., and dated October 19, 2020. (Salem Engineering Group, Inc., 2020a)
Appendix D	Greenhouse Gas Analysis, prepared by Urban Crossroads, Inc., and dated January 15, 2024. (Urban Crosssroads, Inc., 2024c)
Appendix E	Phase I Environmental Site Assessment, prepared by Salem Engineering Group, Inc., and dated October 16, 2020. (Salem Engineering Group, 2020b)
Appendix F	Project Specific Water Quality Management Plan, prepared by CEI Engineering Associates, Inc., and dated April 30, 2021. (CEI Engineering, 2021)

Appendix G Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated January 3, 2024. (Urban Crossroads, Inc., 2024d)

Appendix H Vehicle Miles Travelled (VMT) Analysis, prepared by Urban Crossroads, Inc., and dated August 23, 2021. (Urban Crossroads, Inc., 2021)

Appendix I Traffic Analysis, prepared by Urban Crossroads, Inc., and dated November 22, 2023. (Urban Crossroads, Inc., 2023)

Appendix J A Phase I Cultural Resources Assessment, prepared by BFSA Environmental Services, dated March 2, 2023. (BFSA, 2023)

3) All plans, policies, regulatory requirements, and other documentation that is incorporated by reference in this document pursuant to CEQA Guidelines § 15150. Refer to Section 6.0, *References*, of this MND.

1.5.2 Initial Study Conclusions

Section 4.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and City of Beaumont requirements. The Initial Study determined that implementation of the proposed Project would result in no impacts or less-than-significant environmental effects under the issue areas of: 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; and Wildfire. Therefore, there is no substantial evidence in light of the whole record before the Lead Agency (City of Beaumont) that the Project may have a significant effect on the environment. Based on the Initial Study's conclusions, the City of Beaumont determined that an MND is appropriate for the proposed Project pursuant to CEQA Guidelines § 15070(b).

1.5.3 MND Processing

The City of Beaumont Planning Department directed and supervised the preparation of this MND. Although prepared with the assistance of the consulting firm T&B Planning, Inc., all of the content, analyses, determinations, and conclusions contained within this MND reflect the sole independent judgment of the City of Beaumont, acting as Lead Agency under CEQA.

A Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 30-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of Beaumont; 2) owners of contiguous property shown on the latest equalized assessment roll; 3) Responsible and Trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); 4) the Riverside County Clerk; and 5) the California Office of Planning and Research, State Clearinghouse. The NOI identifies the location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices are available for public review.

Following the public review period, the City of Beaumont will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND. If substantial revisions are not necessary (as defined by CEQA Guidelines § 15073.5(b)), then the MND will be finalized and forwarded to the City of Beaumont decision-maker(s) for review as part of their deliberations concerning the proposed Project. In order to approve the proposed Project, the City of Beaumont would need to approve this MND. Following approval, a Notice of Determination (NOD) for the MND will be filed with the Riverside County Clerk and the State Clearinghouse.

1.5.4 Lead Agency Contact Information

During the public review period for this MND, comments or questions concerning this MND can be submitted in writing by mail or e-mail to the City of Beaumont as follows. No other methods of transmitting written comment (via social media, for example) will be accepted.

Carole Kendrick
Planning Manager
City of Beaumont Planning Department
550 E. 6th Street
Beaumont, CA 92223

2.0 Environmental Setting

2.1 CEQA Requirements for the Environmental Setting

CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

> *§ 15125(a) (1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.*

In the case of the proposed Project, the Initial Study determined that an MND is the appropriate form of CEQA compliance document, which does not require publication of a Notice of Preparation (NOP) (refer to Subsection 1.5.2, *Initial Study Conclusions*). Therefore, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced. The Project's applications were filed with the City of Beaumont on January 21, 2021 and the environmental review commenced at that time. As such, the environmental baseline for the proposed Project is established as of approximately January 21, 2021.

2.2 Existing Conditions

2.2.1 Project Location

As shown on Figure 2-1, *Regional Map*, the Project site is located in the southeasterly portion of the City of Beaumont, south of Interstate 10 (I-10) and west of Highland Springs Avenue at E. 2nd St. As shown on Figure 2-2, *Vicinity Map*, on a local scale, the Project site is located on 1.29 acres in a portion of the southeast corner of an existing overflow parking lot for the existing Walmart Supercenter #5156 located at 1540 E. 2nd St. Beaumont, CA 92223 on APN 419-260-081.

2.2.2 Existing Site and Area Conditions

As shown on Figure 2-3, *Aerial Photograph*, under existing conditions, the Project site is developed with an asphalt-paved parking lot that comprises a small portion of a larger parking lot containing 1,097 standard/compact auto stalls and 24 accessible parking stalls for the existing Walmart Supercenter #5156. As shown on Figure 2-3, the site and its immediate surroundings are fully built out. As shown on Figure 2-4, *USGS Topographic Map*, site elevation ranges from 2,568 to 2,575 above mean sea level (ASML) (Salem Engineering Group, 2020b, p. 2)

2.2.3 Existing Project Access

Regional access to the Project site is available from the I-10 Freeway via the Highland Springs interchange. The Project site is connected to 2nd St. to the south via existing driveway connections.

2.2.4 Existing Transit

As shown on Figure 2-5, *Existing Transit Routes*, under existing conditions, transit routes are present immediately south of the Project site. The Project area is served by the Beaumont Transit with bus services along Highland Springs Avenue and 2nd St. via Route 3, Route 4, and Community Link 120/125. The area is also serviced by Pass Transit with bus service along Highland Springs Avenue and 2nd St. via Route 1, Route 5, and Route 6 (Urban Crossroads, Inc., 2023, p. 27) There is an existing public bus stop located approximately 350 feet southwest of the Project site on 2nd Street (CEI Engineering, n.d.).

2.2.5 Existing Bicycle and Pedestrian Facilities

The City of Beaumont General Plan and Bicycle and Pedestrian Priority Network identifies 2nd St. as a bicycle and pedestrian priority network (City of Beaumont, 2012). Existing Class II bicycle lanes are located along 2nd Street. As shown on Figure 2-6, *Existing Pedestrian Facilities*, there are existing facilities in the immediate vicinity of the Project site that serve pedestrians.

2.3 PLANNING CONTEXT

2.3.1 Beaumont General Plan and Beaumont Retail Partners Specific Plan

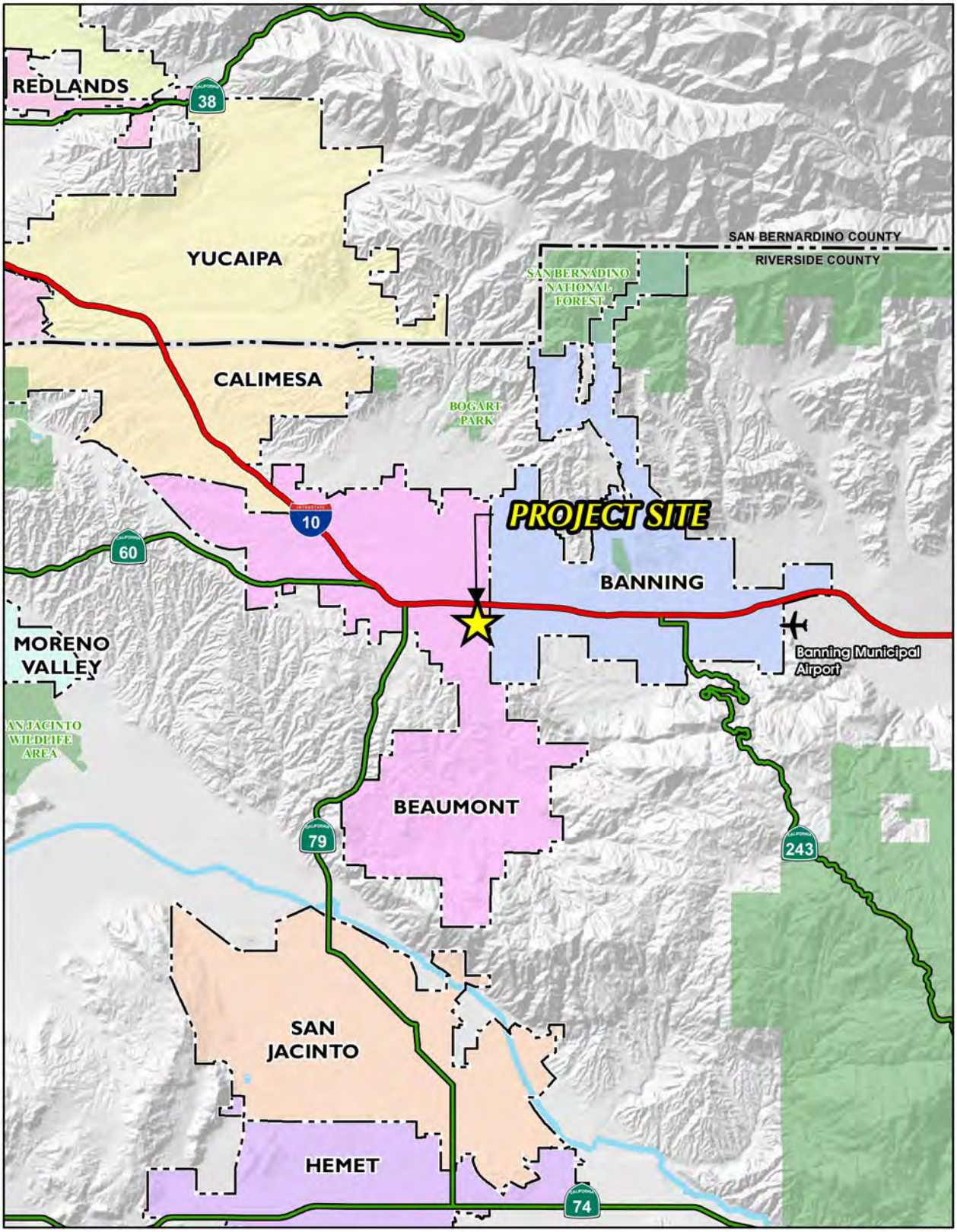
The prevailing planning document for the Project site and its surrounding area is the Beaumont General Plan (SCH No. 2018031022). The Project site is zoned Beaumont Retail Partners Specific Plan (SPA) with a General Plan land use designation of General Commercial (GC) as part of the recently adopted General Plan update (City of Beaumont, 2020b). See Figure 2-7, *General Plan Land Use Designations* and Figure 2-8, *City of Beaumont Zoning.* The Specific Plan states that uses permitted as a matter of right shall include all uses permitted within the City's GC zone.

2.3.2 Surrounding Land Use

Surrounding land uses are identified in Table 2-1, *Surrounding Land Use.*

Table 2-1 Surrounding Land Uses

Direction	Land Use Designation	Property Use
North	Beaumont Retail Partners Specific Plan (SPA)	Walmart Supercenter #5156
South	Roadway; Beaumont Retail Partners Specific Plan (SPA)	East 2nd Street
East	Roadway	Multi-tenant shopping center
West	Beaumont Retail Partners Specific Plan (SPA)	Farmer Boys Restaurant

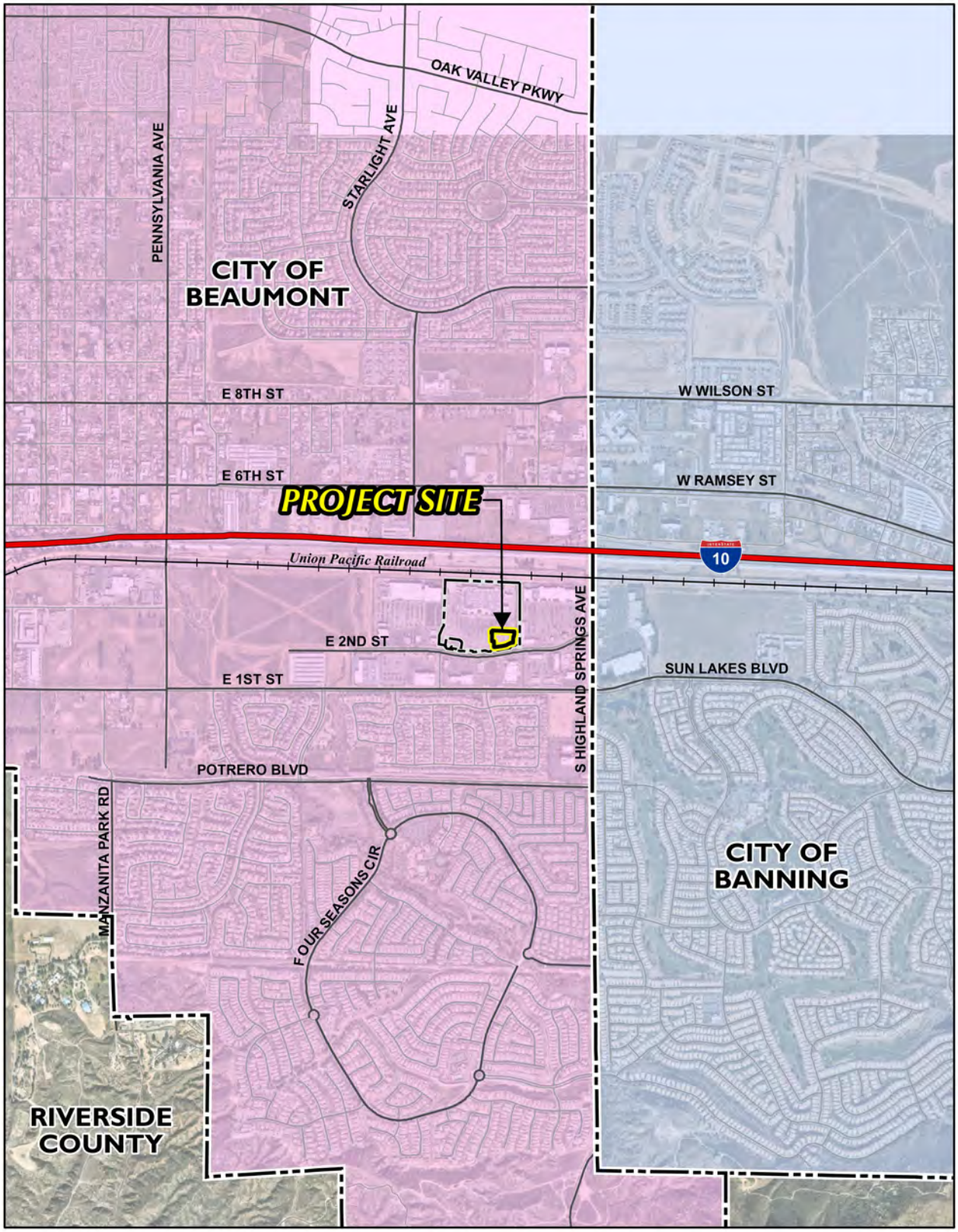


Source(s): ESRI, RCTLMA (2022)

Figure 2-1

0 0.75 1.5 3 Miles

Regional Map



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

Figure 2-2

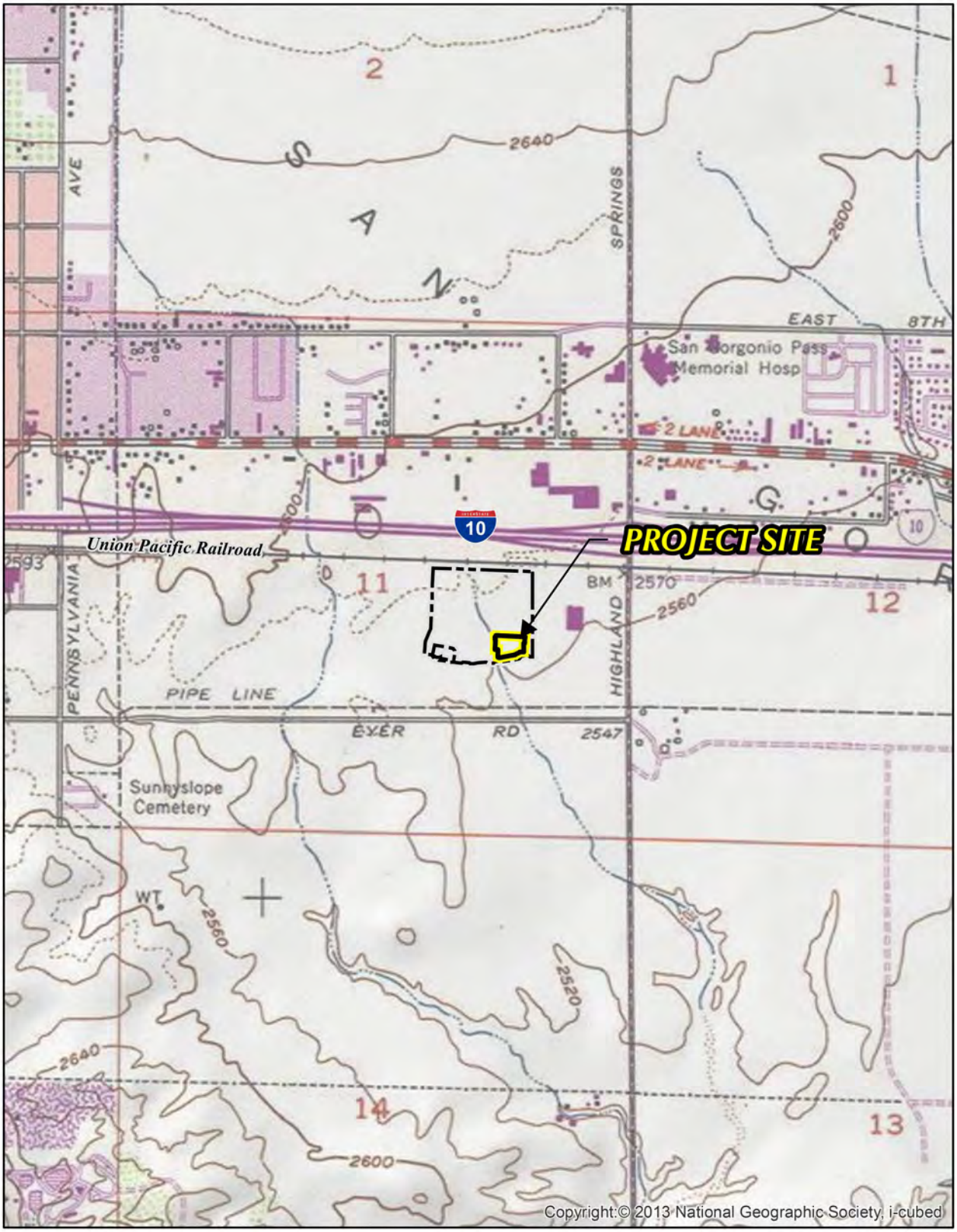
Vicinity Map

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

Figure 2-3

0 75 150 300 Feet

Aerial Photograph



Source(s): USGS (2013)

Figure 2-4

0 375 750 1,500 Feet

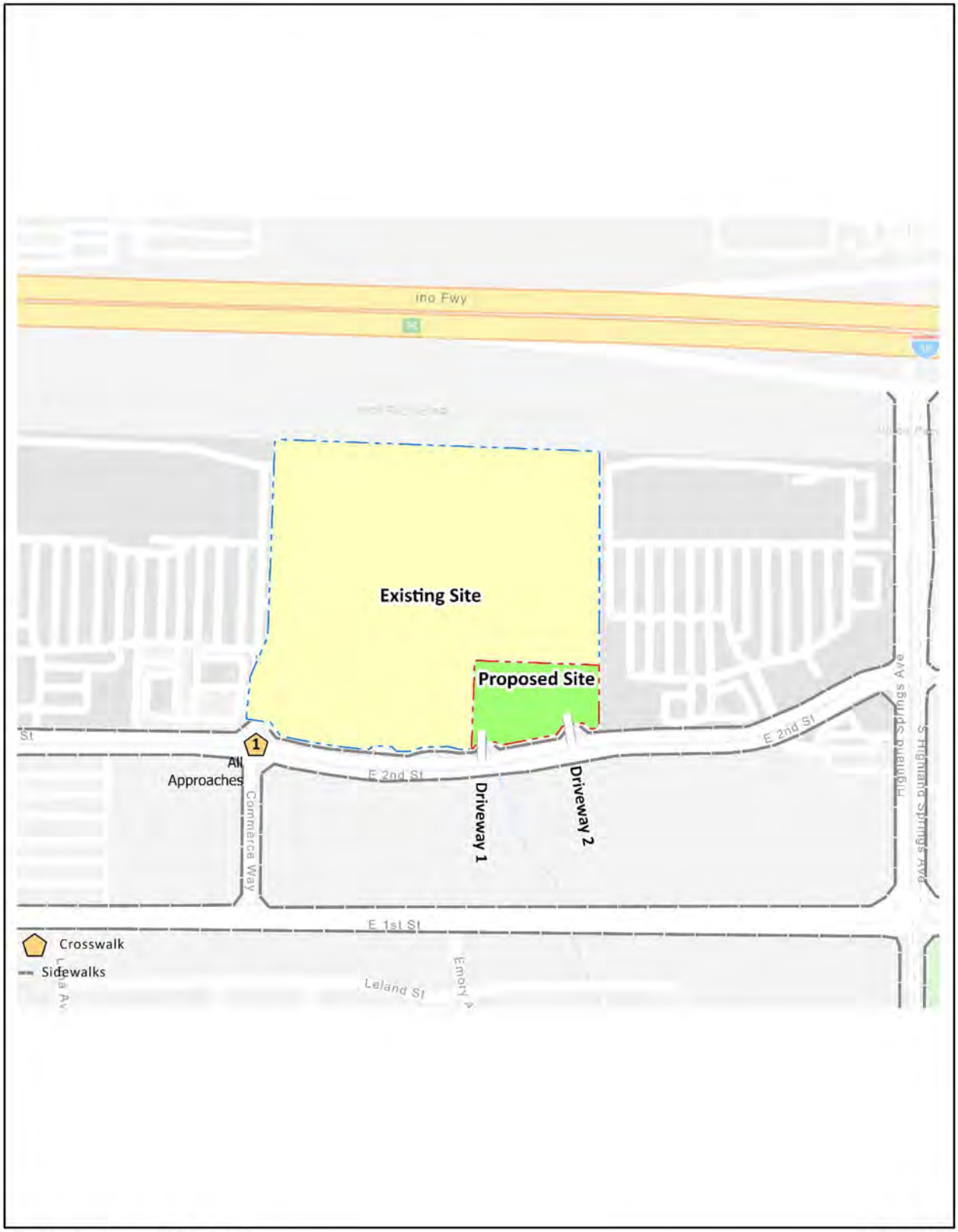
USGS Topographic Map

Source(s): Urban Crossroads (08-23-2021)

Figure 2-5

Not to Scale

Existing Transit Routes

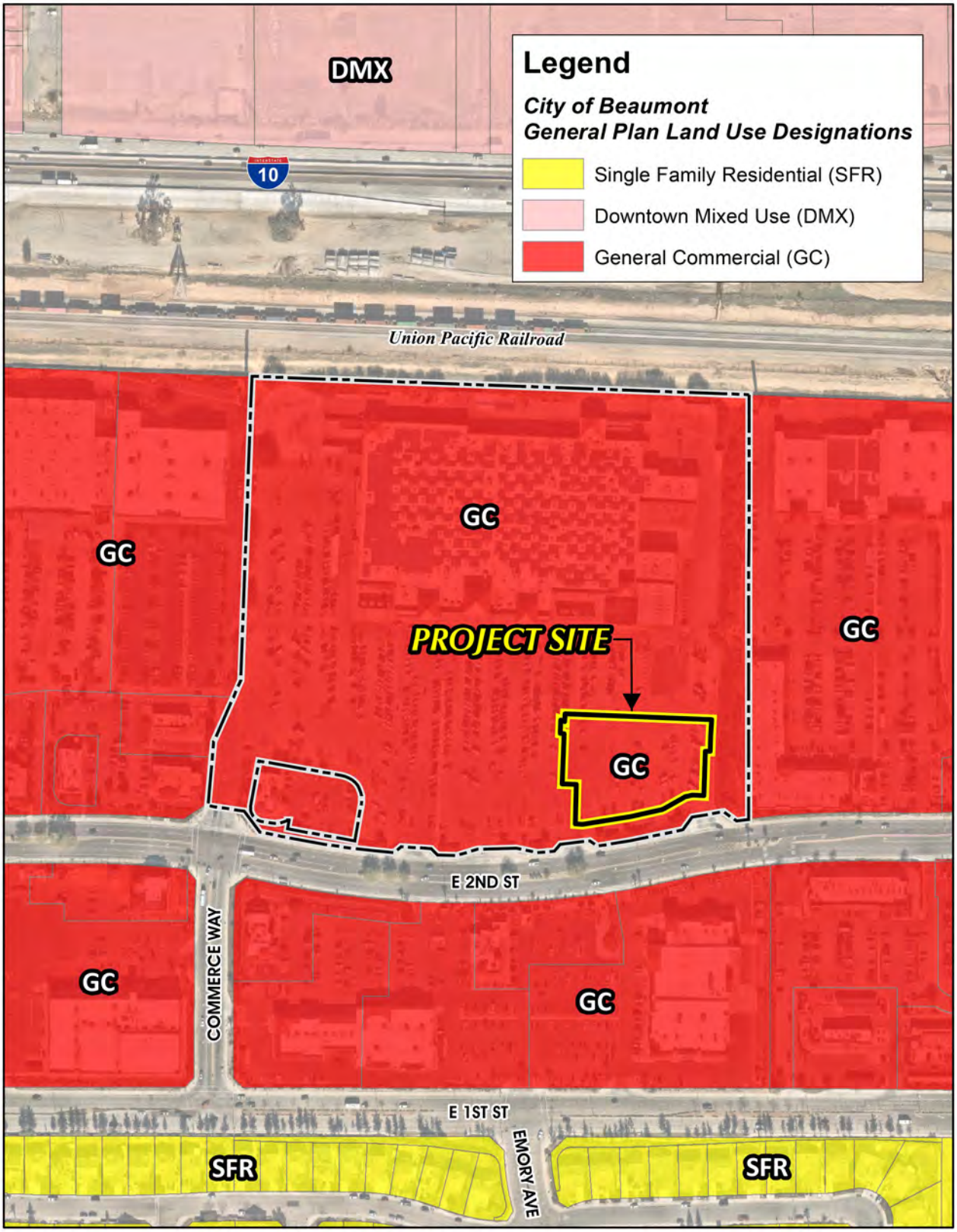


Source(s): Urban Crossroads (08-23-2021)

Figure 2-6

Not to Scale

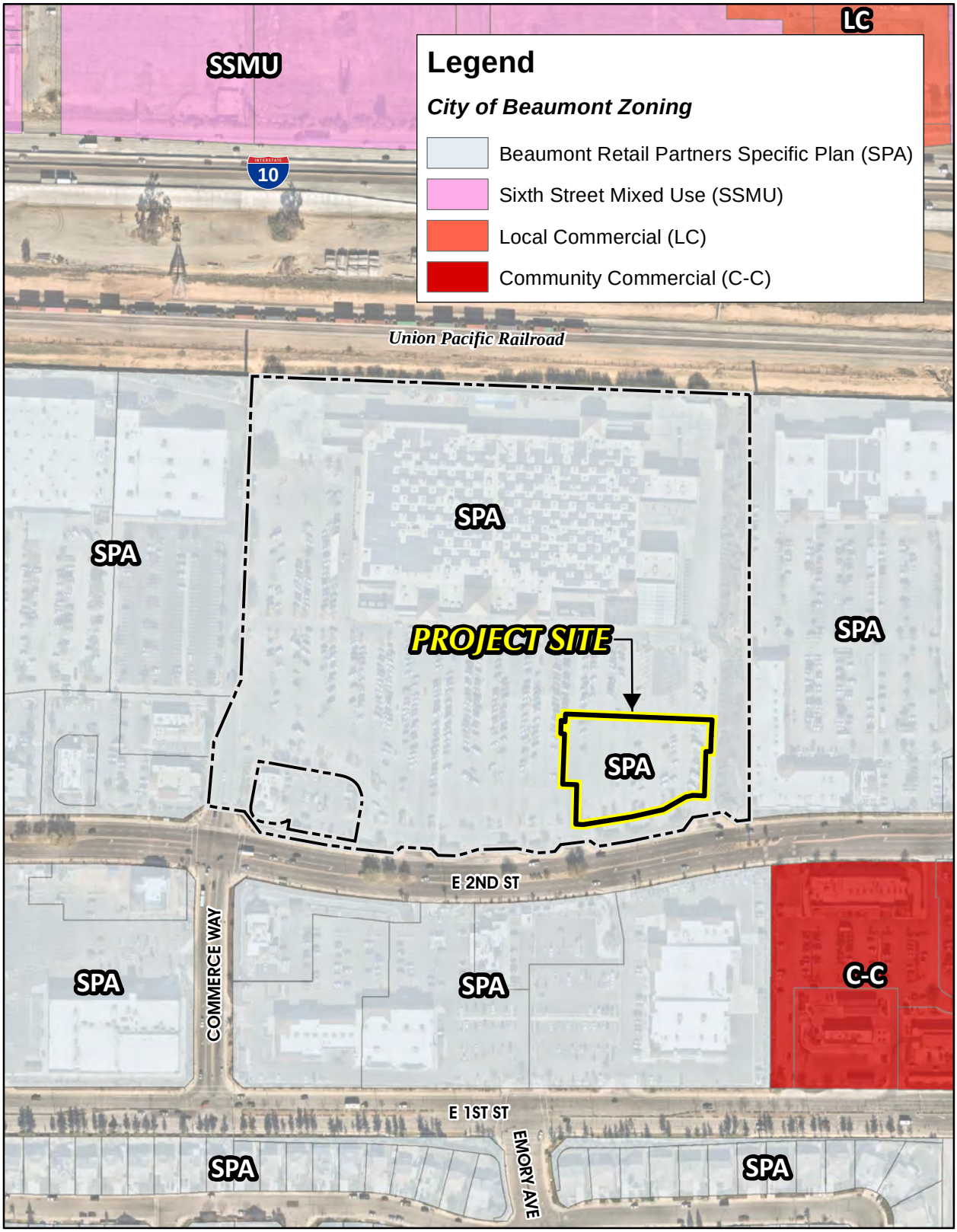
Existing Pedestrian Facilities



Source(s): City of Beaumont (2020), ESRI, Nearmap Imagery (2022), RCTLMA (2022)

Figure 2-7

General Plan Land Use Designations



Source(s): City of Beaumont (2020), ESRI, Nearmap Imagery (2022), RCTLMA (2022)

Figure 2-8

City of Beaumont Zoning

3.0 Project Description

The Project evaluated by this MND is proposed in the City of Beaumont, Riverside County, California on 1.29 acres at the physical address of 1540 E. 2nd Street on APN 419-260-081. The Project site is part of a larger parcel owned and operated by the owner as a Walmart Supercenter #5156. As shown on Figure 3-1, *Overall Site Plan,* the Project site is situated in a portion of the southeast corner of the existing overflow parking lot for the Walmart Supercenter #5156.

3.1 PROJECT ENTITLEMENT

The Project Applicant proposes a Plot Plan, Specific Plan Amendment, Conditional Use Permit, and a Sign Program Amendment to allow for the demolition of an asphalt-paved parking lot associated with the existing Walmart Supercenter #5156, and redevelopment of 1.29 acres of the site with the construction and operation of a Walmart fuel station with kiosk and canopy and three underground gasoline and/or diesel storage tanks. The Project is designed to include a canopy with 8 stack fuel dispensers (16 pumps).

Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the City of Beaumont Planning Department, 550 E. 6th Street Beaumont, CA 92223. A detailed description of the proposed Project is provided in the following subsections.

3.1.1 Specific Plan Amendment

The Specific Plan states that "uses permitted as a matter of right shall include all uses permitted within the City's CG zone." The proposed use as a fueling station is a conditional permitted use in the CG zone. Because the CG zone was removed from the Municipal Code in January 2021 as part of the City's zoning code update, the proposed Specific Plan Amendment allows use of the 1.29-acre Project site as a fuel station as well as sets the parking requirements for the Specific Plan.

3.1.2 Conditional Use Permit

An application for a Conditional Use Permit (CUP 2022-0062) was submitted to the City for the modification of the Specific Plan area to allow a fuel station as a conditionally permitted use and to adjust the parking requirements for commercial uses in the Specific Plan area.

3.1.3 Plot Plan

As shown on Figure 3-2, *Site Plan*, the Project involves the construction of a Walmart modular kiosk with an 8 stack fuel dispenser (16 pump) fuel station and canopy on the existing Walmart Supercenter #5156 property. Three underground storage tanks would serve the fuel dispensers.

Site Improvements include the following:

A. Kiosk

The kiosk would consist of an approximately 440 SF pre-manufactured modular building that would arrive on-site fully constructed. The kiosk contains two separate rooms:

- Equipment/Office/Point of Sales at the front.
    - This is where the Walmart Associate would be located and does not allow for customer access. Customers would walk-up to the outside of the kiosk and pay for gas or purchase other items.
        - Items for sale located inside the kiosk may include such items as lottery (if allowed), tobacco, etc. Customers would receive the items from the Walmart Associate via pass-thru drawer.
        - Four (4) reach-in coolers would be located outside the kiosk which contain cold beverages that customers can access and purchase at the kiosk.
        - Two (2) merchandise racks located outside the kiosk which contain snack chips, candy etc. that customers can access and purchase at the kiosk.

- Public Restroom – single use/occupant

B. Canopy and Fueling

- Approximately 5,700 SF canopy
- 3 underground storage tanks
- 8 stack dispensers (16 pumps)

C. Parking

As disclosed in *Beaumont Retail Partners (Walmart) Specific Plan Amendment No. 2,* the parking requirement for Major 1 (which includes the proposed Project) shall be four (4) parking spaces per 1,000 SF of usable floor space.

The parking lot for Walmart Superstore #5156 is comprised of 1,097 standard /compact parking stalls and 24 accessible parking stalls which includes 166 parking stalls on the Project site. To construct the proposed Project, the 166 existing parking stalls on the Project site would be removed. As identified on Figure 3-2, the Project's design proposes to construct 23 new standard parking stalls and 1 accessible stall. Total remaining parking would be 954 standard/compact stalls and 25 accessible stalls, for a net reduction of 143 standard/compact stalls and the net gain of one accessible stall.

Also refer to Figure 3-3, *Parking Exhibit* for the entire parking provided for the Walmart Supercenter, the Farmer Boys Restaurant, and the proposed fuel station (the subject of this MND).

D. Project Access and Roadway Improvements

Regional access to the Project site is available from the I-10 Freeway via the Highland Springs Avenue interchange. Site ingress and egress for the proposed fuel station would occur through the existing Supercenter driveways from 2nd Street, east and west of the Project site.

Direct vehicle access to the site will be provided via the following driveways:

- 2nd Street via Commerce Way - Full access
- 2nd Street via Driveway 1 - Right-in/Right-out access
- 2nd Street via Driveway 2 – Left-in/Right-in/Right-out access

The Project Applicant would construct the following improvements as design features in conjunction with development of the site. The proposed Project would maintain existing traffic control and lane geometrics at the intersection of 2nd Street at Commerce Way (Intersection #1), 2nd Street at Driveway No. 1 (Intersection #2), and at 2nd Street at Driveway No. 2 (Intersection #3).

- 2nd Street is an east-west oriented roadway located on the Project's southern boundary. According to the City of Beaumont Circulation Element, 2nd Street is currently built out at its ultimate full roadway classification. Therefore, the Project would not improve any roadway; however, the Project would improve curb, gutter, and sidewalk as needed for site access along the Project's frontage, consistent with the City's standards. On-site traffic signing and striping would be implemented agreeable with the provisions of the Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans. (Urban Crossroads, Inc., 2023, p. 8)

- The Project would provide a secondary bus turnout along the Project's frontage with 2nd Street. (Urban Crossroads, Inc., 2023, p. 8)

3.1.4 Conditional Use Permit

An application for a Conditional Use Permit (CUP 2022-0062) was submitted to the City for the modification of the Specific Plan area to allow a fuel station as a conditionally permitted use and to adjust the parking requirements for commercial uses in the Specific Plan area.

3.1.5 Sign Program Amendment

Per City Municipal Code Section 17.07.110.D, the fuel station is permitted to have one monument combination price and identification sign with a maximum size of 30 SF and a maximum height of six feet overall; however, digital pricing for fuel also may be located on one of the pylon signs. Identification signage also is permitted on the fuel station canopy.

Site signage for the proposed Project would include canopy signage as well as monument price signage (digital readers) as required by State law. Signage will be provided on both sides of the canopy. In addition, as shown on Figure 3-4, *Proposed Signage*, the location of the existing Walmart sign panel on a 100-foot

pylon sign will be reused and the size of the existing pylon sign will be reduced with the addition of digital readers. See Figure 3-4, for further signage detail.

3.1.6 Conceptual Architecture

Conceptual architecture is shown in Figure 3-5, *Kiosk Materials*, Figure 3-6, *Overall with Canopy - Sheet 1,* Figure 3-7, *Overall with Canopy - Sheet 2*, and Figure 3-8, *Color Elevations*. As shown, architectural design consists of traditional Walmart colors consisting of medium Walmart blue for the factory prefinished fascia, light gray for the stucco finish, medium gray for the prefinished metal door and frames, dark gray for the prefinished metal fascia, gray for the factory prefinished canopy, and white for the prefinished metal canopy fascia.

A "Walmart spark" illuminated plastic sign is designed on the canopy and a "Grab & Go" vinyl sign is applied to the cornice. A concrete masonry unit (CMU) block wall is designed on the side of the kiosk for the purposes of wall/equipment enclosure to hide the HVAC unit.

3.1.7 Conceptual Landscaping

Landscaping would be provided in compliance with Beaumont Municipal Code Section 17.06.040.E. As shown in Figure 3-9, *Conceptual Landscaping,* landscaping will consist of a combination of existing trees and new trees and existing and new shrubs with boulders and large and small cobbles interspersed amongst the vegetation.

3.2 CONSTRUCTION CHARACTERISTICS

Based on information supplied by the Project Applicant regarding the Project's construction schedule, as identified in Table 3-1, *Anticipated Construction Equipment Assumptions and Duration,* this MND and the technical reports attached to this MND anticipate that the proposed Project would be constructed in one phase over the course of over approximately one (1) month (Urban Crossroads, Inc., 2024a, p. 24).

Table 3-1 Anticipated Construction Equipment Assumptions and Duration

DURATION IN DAYS	PHASE NAME	EQUIPMENT	AMOUNT	HOURS PER DAY
10	Demolition/Crushing	Concrete/Industrial Saws	1	8
		Crushing/ Proc Equipment	1	8
		Excavators	1	8
		Rubber Tired Dozers	1	8
5	Site Preparation	Crawler Tractors	1	8
		Rubber Tired Dozers	1	8
5	Grading	Crawler Tractors	1	8
		Excavators	1	8
		Graders	1	8
		Rubber Tired Dozers	1	8
10	Building Construction	Cranes	1	8

		Forklifts	1	8
		Generator Sets	1	8
		Tractors/Loaders/Backhoes	1	8
		Welders	1	8
5	Paving	Cement and Mortar Mixers	1	8
		Pavers	1	8
		Paving Equipment	1	8
		Rollers	1	8
		Tractor/Loaders/Backhoes	1	8
5	Architectural Coating	Air Compressors	1	8

(Urban Crossroads, Inc., 2024a, Table 4-1 and 4-4)

3.2.2 Earthwork and Grading

The Project's grading plan is depicted on Figure 3-10, *Grading Plan* and Figure 3-11, *Grading Plan Insets*. Runoff would be directed to two onsite bioretention ponds and an existing vegetated swale (CEI Engineering, 2021, p. 9).

3.2.3 Fire Exhibit

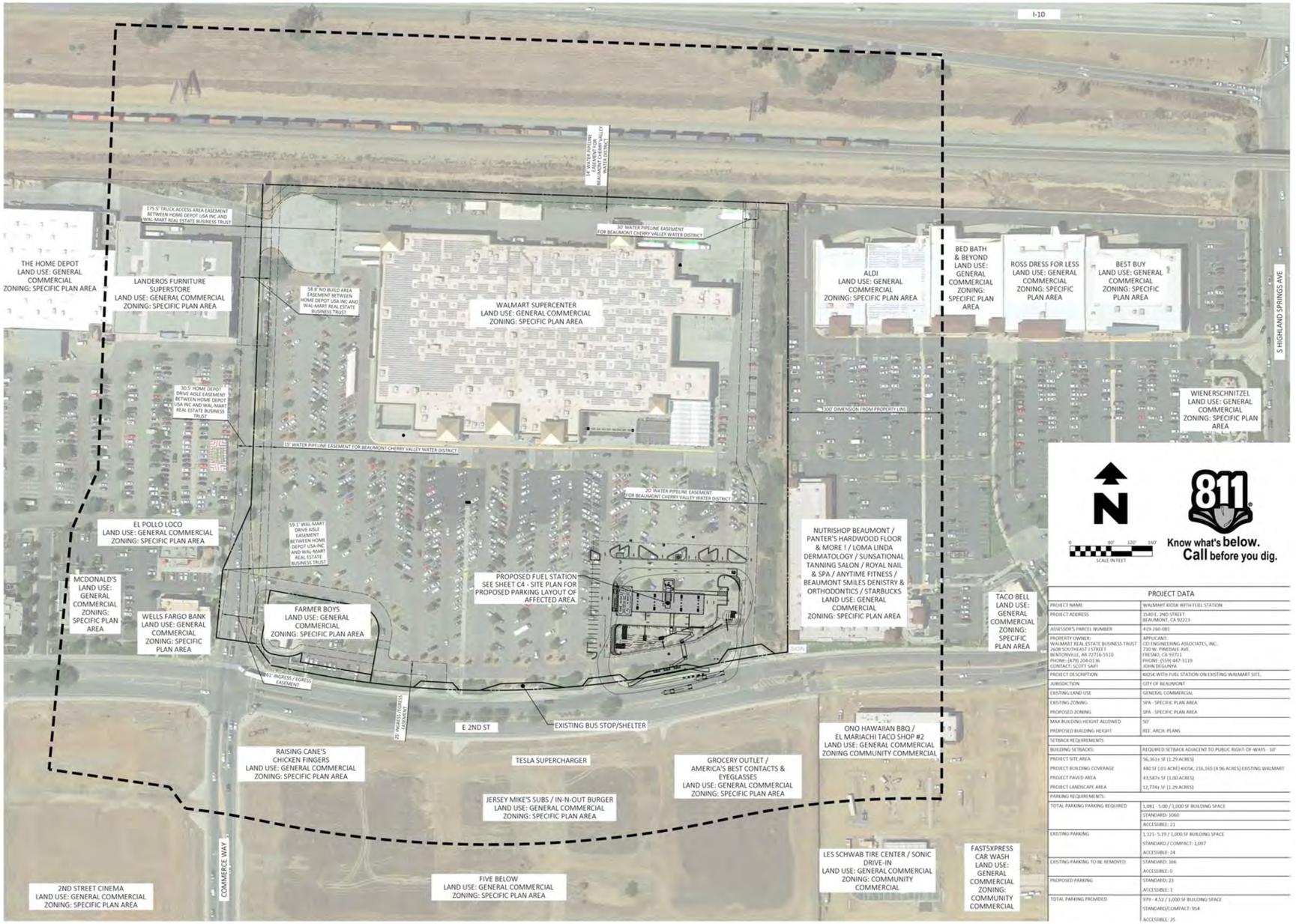
Existing fire hydrants are identified on Figure 3-13, *Fire Exhibit.*

3.2.4 Conceptual Utility Plan

The proposed Project would require a 1-inch water service connection supplied from an existing onsite water main valve near the southeast access drive to the site. A 4-inch sanitary sewer lateral is proposed, traveling west from the kiosk to an existing 8-inch sewer main that flows south. A 3-inch conduit is to be routed from the point of connection at the existing Supercenter entrance, traveling south to the kiosk to deliver the fiber optic and telephone cables necessary for proper communication to the proposed kiosk. A new electrical transformer is proposed in a landscape island north of the kiosk to satisfy the electrical demand for the proposed Project. The power is being supplied from the existing underground electrical routed along the frontage of the site. Electrical conduit is being rerouted around the kiosk and canopy to maintain the circuit for the existing site lighting in the parking lot of the supercenter. Lastly, the runoff produced by the freshly graded site is routed south and southeast of the kiosk into two detention basins, Basin 'A' (1,037 cubic feet (CF)) and Basin 'B' (427 CF). A proposed inlet and 12-inch pipe is used in each basin to meter the flow as it ties into the existing 30-inch storm sewer main that flows southwest at the site frontage. See Figure 3-12, *Utility Plan.*

3.3 OPERATIONAL CHARACTERISTICS

The Project-related on-site operational activity would occur 24-hours a day, seven days a week. Activities would include vehicle fueling and customer support at the proposed kiosk. Fuel would be delivered to the site via fuel trucks, to fill the three underground tanks as needed.



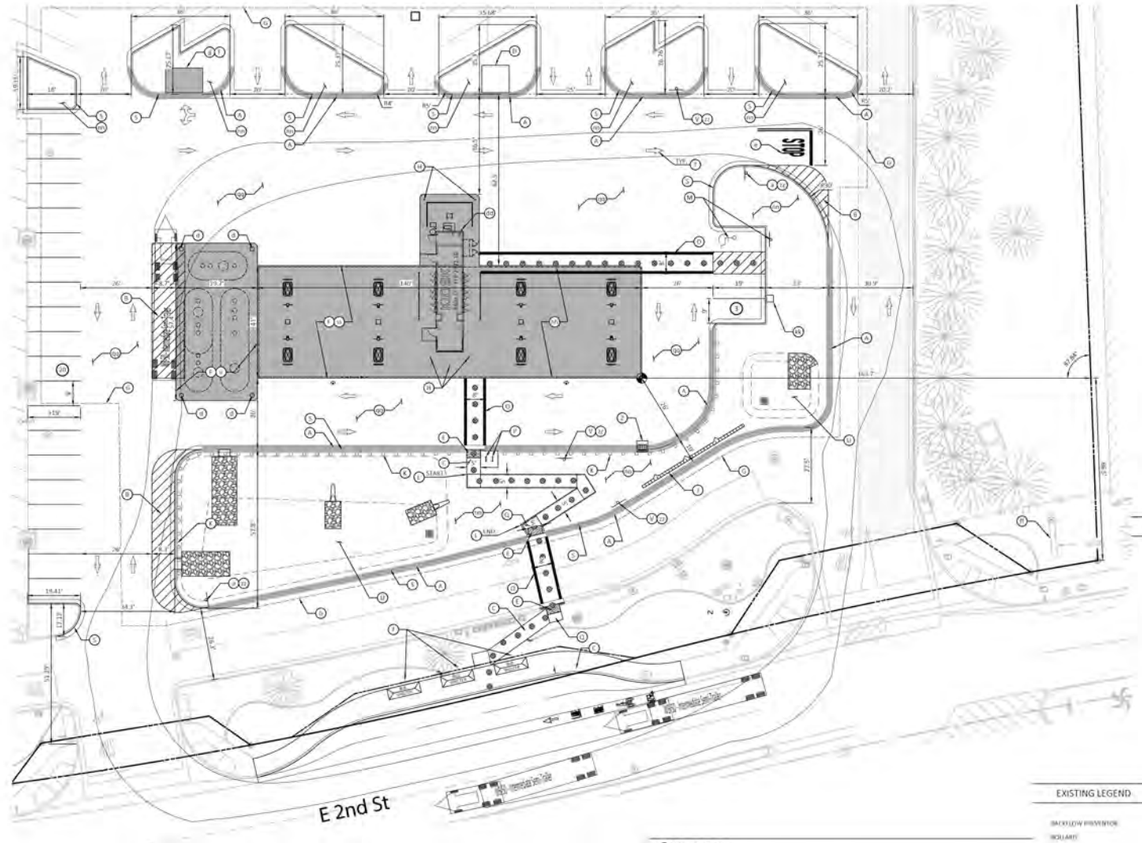
PROJECT DATA	
PROJECT NAME	WALMART KIOSK WITH FUEL STATION
PROJECT ADDRESS	1540 E. 2ND STREET BEAUMONT, CA 92223
ASSESSOR'S PARCEL NUMBER	419-260-081
PROPERTY OWNER: WALMART REAL ESTATE BUSINESS TRUST 2608 SOUTHEAST J STREET BENTONVILLE, AR 72716-5510 PHONE: (479) 204-0136 CONTACT: SCOTT SAIFI	APPLICANT: CEI ENGINEERING ASSOCIATES, INC. 710 W. PINEDALE AVE. FRESNO, CA 93711 PHONE: (559) 447-3139 JOHN DEGUNYA
PROJECT DESCRIPTION	KIOSK WITH FUEL STATION ON EXISTING WALMART SITE.
JURISDICTION	CITY OF BEAUMONT
EXISTING LAND USE	GENERAL COMMERCIAL
EXISTING ZONING	SPA - SPECIFIC PLAN AREA
PROPOSED ZONING	SPA - SPECIFIC PLAN AREA
MAX BUILDING HEIGHT ALLOWED	50'
PROPOSED BUILDING HEIGHT	REF. ARCH. PLANS
SETBACK REQUIREMENTS	
BUILDING SETBACKS:	REQUIRED SETBACK ADJACENT TO PUBLIC RIGHT-OF-WAYS - 10'
PROJECT SITE AREA	56,361± SF (1.29 ACRES)
PROJECT BUILDING COVERAGE	440 SF (.01 ACRE) KIOSK, 216,165 (4.96 ACRES) EXISTING WALMART
PROJECT PAVED AREA	43,587± SF (1.00 ACRES)
PROJECT LANDSCAPE AREA	12,774± SF (1.29 ACRES)
PARKING REQUIREMENTS:	
TOTAL PARKING PARKING REQUIRED	1,081 - 5.00 / 1,000 SF BUILDING SPACE
	STANDARD: 1060
	ACCESSIBLE: 21
EXISTING PARKING	1,321- 5.19 / 1,000 SF BUILDING SPACE
	STANDARD / COMPACT: 1,097
	ACCESSIBLE: 24
EXISTING PARKING TO BE REMOVED	STANDARD: 166
	ACCESSIBLE: 0
PROPOSED PARKING	STANDARD: 23
	ACCESSIBLE: 1
TOTAL PARKING PROVIDED	979 - 4.52 / 1,000 SF BUILDING SPACE
	STANDARD/COMPACT: 954
	ACCESSIBLE: 25

Source(s): CEI (12-10-2021)

Figure 3-1

Not to Scale

Overall Site Plan



Vicinity Map
Not to Scale

ALERT TO CONTRACTOR:
ALL WALMART GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

NOTE!
SEE ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF FOOTINGS, RAMPS, VESTIBULE, SLOPE PAVING, FRUIT BOXES, BUILDING UTILITY ENTRANCE LOCATIONS AND PIPE EXITING BUILDING DIMENSIONS.

SITE LEGEND

A 6" WIDE FIRE LANE STRIPING PAINTED TRAFFIC YELLOW W/ "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING AT 25'-0" O.C. - SEE DETAIL SHEET.
B AREA STRIPED AT 45% @ 2'-0" O.C.
C CONCRETE SIDEWALK. SEE DETAIL SHEET.
D TRANSFORMER PAD (PER ELEC. CO. AND/OR ARCH. PLANS).
E INSTALL DETECTABLE WARNING SURFACE THAT CONFORMS THE TEXT WITH AS SHOWN AND 3'-0" DEPTH. WARNING SURFACE SHALL CONFORM TO STATE AND FEDERAL REQUIREMENTS.
J LIMITS OF ARCHITECTURAL CONCRETE. REF. ARCH PLANS.
K SAWCUT. REF. DETAIL SHEETS.
M PIPE BOLLARD (TYP.). REF. ARCH. PLANS.
N KEYSTONE RETAINING WALL GRAVITY. REF. SHEET C5 - GRADING PLAN AND DETAIL SHEET.
K HANDRAIL REF. DETAIL SHEETS.
L FLOOR SIGN RAMP WITH HANDRAILS, REF. DETAIL SHEETS.
M ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SITE, SIGN AND SYMBOL ("VAN" INDICATES VAN ACCESSIBLE SPACE).
O CROSSWALK MARKING. SEE DETAIL SHEET.
P SHORT TERM BIKE STORAGE. CYCLEAFE "U" RACK (ACCOMMODATES 4 BICYCLES), OR APPROVED EQUAL. SEE DETAIL SHEET.
Q ADA RAMP IN SIDEWALK. REF. CALTRANS 2018 STANDARD DETAIL A88A (TYP.)
R PROPOSED LIGHT FIXTURE AND POLE. REF. LIGHT POLL BASE AND FIXTURE DETAIL. REF. ARCH FLAND FOR CIRCUIT.
S CONCRETE CURB AND GUTTER TYP/ALL. SEE DETAIL SHEETS.
T ARROW PAVEMENT MARKING TYPICAL. SEE PLAN FOR TYPE. SEE DETAIL SHEET.
U INFILTRATION BASIN. REF. SHEET C5 - GRADING PLAN AND DETAIL SHEETS.
V "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION. SEE DETAIL SHEET.
W STORM DRAIN INLET. REF. GRADING PLAN.
X 30 X 30 INCH "STOP" SIGN. SEE DETAIL SHEET.
Y ENCLEVATION WALL. REF. ARCHITECH PLANS.
Z STOP PAVEMENT MARKING. SEE DETAIL SHEET.
AA BIO-SWALE STRUCTURE PER CITY OF BEAUMONT.
AB DOWN SPOUTS, DISCHARGE AT GRADE (TYP. REF. ARCH PLANS).
AC EXISTING MONUMENT SIGN TO REMAIN.
AD CANOPY. REF. ARCH PLANS.
AE UNDERGROUND STORAGE TANK (REF. ARCH PLANS).
AF VAPOR RECOVERY PROCESSOR. REF. ARCH PLANS
AG AIR STATION. REF. ARCH PLANS.
AH LANDSCAPE AREA. SEE LANDSCAPE PLANS.
AI STANDARD DUTY ASPHALT PAVING. SEE DETAIL SHEET.
AJ LIMITS OF FUEL CANOPY CONCRETE SLAB. REF. ARCH PLANS.
AK IRON BASE. SEE DETAIL SHEET.

GENERAL SITE NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND CSS.H.A. STANDARDS.
2. CONTRACTOR SHALL REVIEW THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, DOORWAYS, EXIT PORCHES, TRUCK DOORS, FROSTS, BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND IRRIGATION A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL CURBED RADII ARE TO BE 2 FEET OR 15 FEET UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5 FEET.
5. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS UNLESS OTHERWISE NOTED ON PLANS INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, RUBBL, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY A LAND SURVEYOR.
9. TOTAL PROJECT AREA IS 56,381 SQUARE FEET (1.294 ACRES).
10. BASED ON AN ONLINE SEARCH OF U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY LOCATED AT www.fws.gov/wetlands/data/mapper.html, THE PROPOSED PROJECT SITE DOES NOT APPEAR TO BE WITHIN A KNOWN WETLAND AREA.
11. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED "THE SITE SPECIFIC SPECIFICATIONS".
12. ALL MONUMENT/PYLON SIGNS SHALL BE CONSTRUCTED BY OTHERS. THE CONTRACTOR SHALL INSTALL POWER FROM THE BUILDING(S) TO THE SIGN(S) AS INDICATED ON THE ELECTRICAL ENGINEER'S SITE LIGHTING PLAN.
13. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING ELECTRICAL PLAN.
14. ALL WM GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS. OUTLOT AREA TO BE KEPT FREE OF ADB TRAILERS AND STORAGE AFTER THE CONTRACT MILESTONE DATE FOR THE OUTLOT. WM GENERAL CONTRACTOR TO PROVIDE CLEAR ACCESS FOR OUTLOT CONTRACTOR TO THE SPECIFIC PARCEL AT ALL TIMES AFTER MILESTONE DATE. SUPERSEDES OF DESIGN PERMITS, PERMIT DRAWINGS AND SWPPP REQUIRED BY STATE/LOCAL REQUIREMENTS (VERY SPECIFIC OUTLOT).
15. SITE LIGHTING SHALL USE ARRY FIXTURES WHEN POWERED BACK TO THE BASEBALL WARRENTON / NEIGHBORHOOD MARKET CIRCUIT. SITE LIGHTING SHALL USE ARRY FIXTURES WHEN POWERED BACK TO THE PROPOSED CUSTOMER OR FROM CREDIT. SEE SITE ELECTRICAL PLAN SHEET FOR THE CIRCUIT LAYOUT.
16. PROVIDE A 4' MINIMUM PATH OF TRAVEL ALONG THE PUBLIC ROADWAY DIRECTLY IN FRONT THE PROPERTY. TO MEET CURRENT ACCESSIBILITY REGULATIONS, A PEDESTRIAN EASEMENT MAY BE REQUIRED IF REQUIREMENTS ARE NOT MET.
17. CONTACT THE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING AT (209-921-4800) 72 WORKING DAYS PRIOR TO ANY OFFSITE CONCRETE CONSTRUCTION.
18. ALL EXISTING SIDEWALKS IN EXCESS OF 5% MAXIMUM CROSS SLOPE MUST BE BROUGHT INTO COMPLIANCE PRIOR TO ACCEPTANCE BY PUBLIC WORKS.

Know what's **below.**
Call before you dig.

SITE BENCHMARK:
BASE CONTROL POINT NUMBER 2.
NAIL SET IN ASPHALT NORTHEAST OF SITE.
ELEVATION = 2,577.73'

BASIS OF ELEVATIONS: RGS BENCHMARK NO. DS3R11.
BENCHMARK DISK STAMPED, "RGS MK9DCS"
SET FLUSH IN CONCRETE.
ELEVATION = 2573.39' NAVD88

PROPOSED LEGEND

- CONCRETE (TEMPLATE AND CUTTER SEE DETAIL SHEETS)
- BUILDING CONTROL POINT
- PROPOSED PARKING SPACES
- LIGHTING, SEE PHOTOMETRIC PLAN
- ARCHITECTURAL OR RESPONSIBILITY (UNLESS OTHERWISE NOTED) SEE ARCH PLANS
- PEDESTRIAN PATH OF TRAVEL

STRIPE LEGEND

- SWSL(4" - SINGLE WHITE SOLID LINE - 4" WIDE
- SYSL(4" - SINGLE YELLOW SOLID LINE - 4" WIDE
- DYSL(4" - DOUBLE YELLOW SOLID LINE - 4" WIDE
- DYSL(12" - DOUBLE YELLOW SOLID LINE - 12" WIDE
- SWDL(4" - SINGLE WHITE BROKEN LINE - 4" WIDE
- SYDL(4" - SINGLE YELLOW BROKEN LINE - 4" WIDE
- SWSL(24" - SINGLE WHITE SOLID LINE - 24" WIDE

EXISTING LEGEND

- BACKFLOW PREVENTOR
- BOLLARD
- CONCRETE - GRASS CAP
- CONTROL - CHISELED CROSS
- CONTROL - IRON PIPE
- CONTROL - MAG SET
- DOME
- FLEX PIPE - BLUE
- ELECTRIC - TRANSFORMER
- ELECTRIC - VAULT
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- LIGHT POLE
- LIGHT POLE - 2 LIGHTS
- MAIL BOX
- SANITARY SEWER - CLEAN OUT
- SANITARY SEWER - MANHOLE
- SIGN
- SIGN - STOP
- STORM DRAIN - GRATE
- STORM DRAIN - GRATE CIRCULAR
- STORM DRAIN - MANHOLE
- STRIPING - ARROW STRAIGHT
- STRIPING - HANDICAP
- STRIPING - STOP
- TREE - DECIDUOUS
- TREE - PALM
- WATER - BLUE
- WATER - METER
- WATER - VALVE

- GRADE BREAK
- RIGID CENTERLINE
- WOOD FENCE
- CHAIN LINK FENCE
- WIRE FENCE
- METAL FENCE
- PROPERTY BOUNDARY LINE
- FEMA BOUNDARY LINE
- BUILDING OUTLINE
- ADJACENT PROPERTY LINE
- SECTION LINE

PROJECT DATA

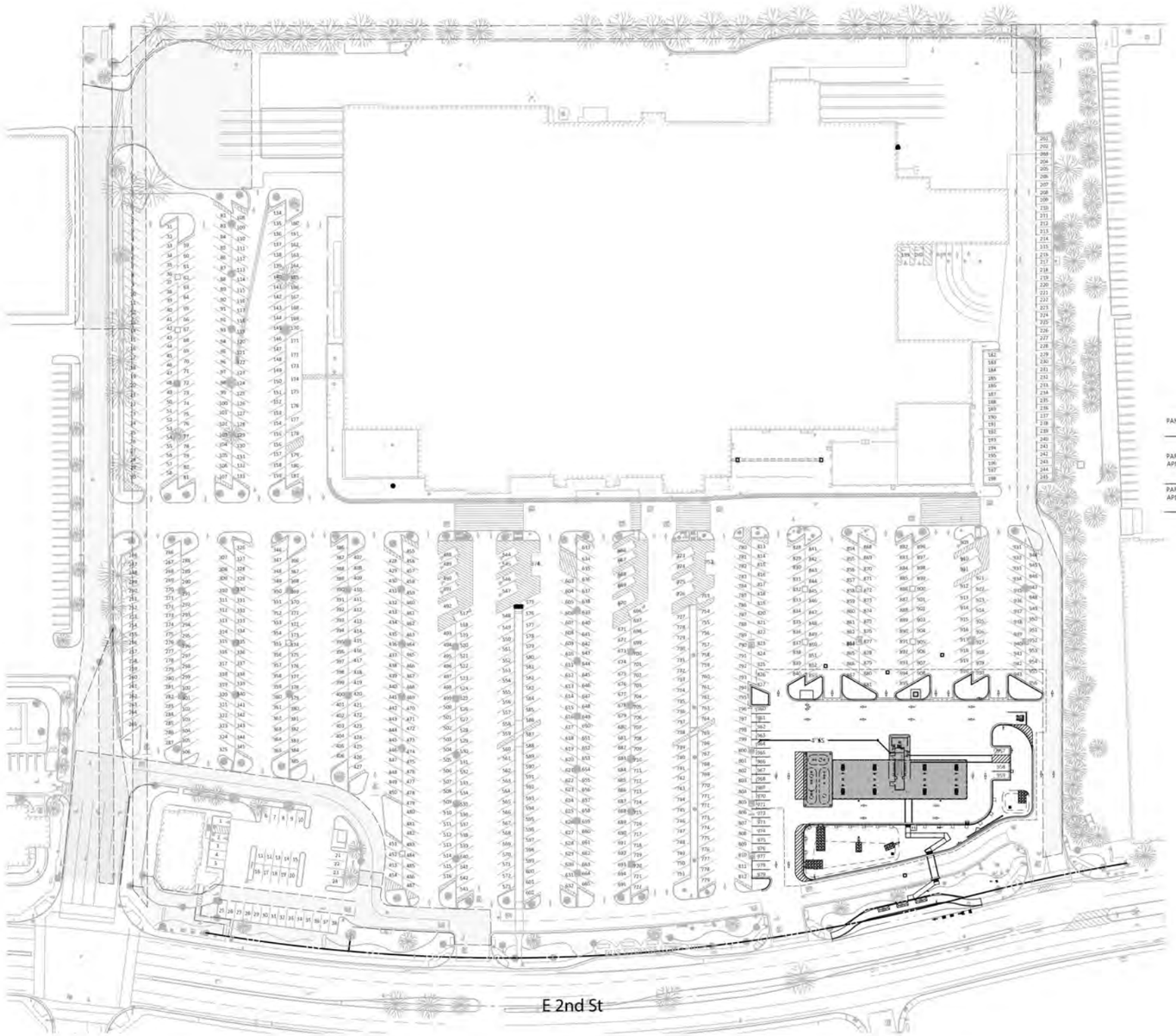
PROJECT NAME:	WALMART #2258 WITH FUEL STATION
PROJECT ADDRESS:	1540 E 2ND STREET BEAUMONT, CA 92223
ASSESSOR'S PARCEL NUMBER	419-260-051
PROPERTY OWNER: WALMART REAL ESTATE BUSINESS TRUST 2608 SOUTHEAST J STREET BENTONVILLE, AR 72716-5510 PHONE: (479) 204-0116 CONTACT: SCOTT MAY	APPLICANT: CEI ENGINEERING ASSOCIATES, INC. 2150 W. PINEDALE AVE. FRESNO, CA 93711 PHONE: (559) 447-3110 JOHN DEGUARA
PROJECT DESCRIPTION	KIOSK WITH FUEL STATION OR EXISTING WALMART SITE.
JURISDICTION	CITY OF BEAUMONT
EXISTING LAND USE	COMMUNITY COMMERCIAL
EXISTING ZONING:	SPA - SPECIFIC PLAN AREA
PROPOSED ZONING:	SPA - SPECIFIC PLAN AREA
MAX BUILDING HEIGHT ALLOWED:	50'
PROPOSED BUILDING HEIGHT:	PER ARCH. PLANS
SETBACK REQUIREMENTS:	
BUILDING SETBACKS:	REQUIRED SETBACK ADJACENT TO PUBLIC RIGHT-OF-WAYS - 10'
PROJECT SITE AREA:	56,381± SF (1.29 ACRES)
PROJECT BUILDING COVERAGE	4,610 SF (.01 ACRE) KIOSK, 216, 165 SF (5.45 ACRES) EXISTING WALMART
PROPOSED PAVED AREA	41,587± SF (1.00 ACRES)
PROJECT LANDSCAPE AREA	12,794± SF (1.29 ACRES)
PARKING REQUIREMENTS:	
TOTAL PARKING PARKING REQUIRED:	1,081 - 1.00 / 1,000 SF BUILDING SPACE STANDARD: 1,060 ACCESSIBLE: 21
EXISTING PARKING:	1,151 - 5.19 / 1,000 SF BUILDING SPACE STANDARD / COMPACT: 1,097 ACCESSIBLE: 33
EXISTING PARKING TO BE REMOVED:	STANDARD: 100 ACCESSIBLE: 0
PROPOSED PARKING:	STANDARD: 23 ACCESSIBLE: 1
TOTAL PARKING PROVIDED:	979 - 4.52 / 1,000 SF BUILDING SPACE STANDARD/COMPACT: 958 ACCESSIBLE: 21

Source(s): CEI (12-10-2021)

Figure 3-2

Not to Scale

Site Plan



PARCEL NUMBER AND APN:	BUILDING: (ADDRESS NUMBER)	USE:	SQUARE FOOTAGE:	PARKING REQUIRED:	PARKING PROVIDED: (PRE)	PARKING PROVIDED: (POST)	PARKING RATIO PER 1,000: (POST)
PARCEL 1 APN: 419-260-081	WALMART SUPERCENTER 1540 E. 2ND STREET BEAUMONT, CA 92223	GENERAL COMMERCIAL	216,165±	1081	1121	976	4.52
	PROPOSED FUEL STATION	GENERAL COMMERCIAL	440±	2	N/A	3	6.82
PARCEL 2 APN: 419-260-082	FARMER BOYS 1538 E 2ND ST BEAUMONT, CA 92223	GENERAL COMMERCIAL	3,567±	18	38	38	10.65
		TOTAL:	220,172±	1,101	1,159	1,017	4.62

Source(s): CEI (12-10-2021)

Figure 3-3

Not to Scale

Parking Exhibit

Site Signage Guidelines:
Freestanding Signs:
- Location of existing Walmart sign panel on 100' high pylon sign will remain As Is.
- (1) Existing Monument signs will have (3) 1'-0" digital readers added for unleaded fuel on each side of the monument sign
  Proposed Digital Reader Area (per elevation): 16.25 SF
- (1) New 5'-4" h x 8'-2"w State Mandated Monument sign will have (9) 0'-8" digital readers located on each side
  Proposed State Mandated Monument Sign Area (per elevation): 40.75 SF

Fuel Station Signage Guidelines:

Canopy Signage Guidelines:
No current guidelines listed in the signage program and this will be amended as part of the CUP.

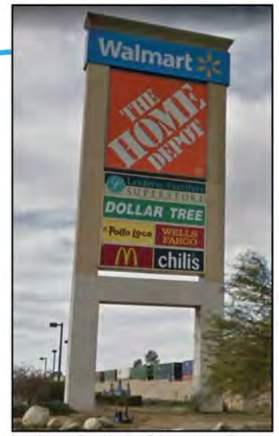
Canopy Signage:
Signage will be provide on the front and sides of the canopy.
Proposed Signage Area:

Front:	(1) @ 18.63 SF
Sides:	(2) @ 18.63 SF

Walmart to design, permit, and construct onsite site signage and lighting.

Existing Monument Sign

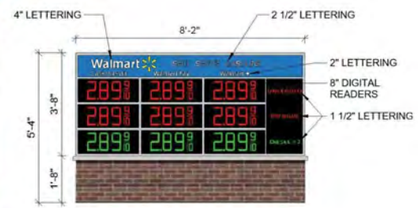
Proposed Monument Sign



Existing Pylon Sign to Remain

Existing Monument Sign to be Removed and Replaced with State Mandated Sign

← Walmart ID Sign



State Mandated Sign

Source(s): wd (04-15-2022)

Figure 3-4

Not to Scale

Proposed Signage

P76A
Medium Walmart Blue
Factory prefinished fascia

P134
Light Gray
PPG #1006-3 Early Evening
Stucco Finish

P135
Medium Gray
SW #7017 Dorian Gray
Prefinished metal door and frames

P162
Dark Gray
SW #7674 Peppercorn
Prefinished metal fascia

Source(s): wd (10-27-2021)

Figure 3-5

Not to Scale

Kiosk Materials

P76A
Medium Walmart Blue
Factory prefinished fascia

P240
Gray
Pantone Color System 427C
Factory prefinished canopy

P134
Light Gray
SW #7015 Repose Gray
Stucco Finish

P135
Medium Gray
SW #7017 Dorian Gray
Prefinished metal door and frames

P162
Dark Gray
SW #7674 Peppercorn
Prefinished metal fascia

White
Prefinished metal canopy fascia

Source(s): wd (10-27-2021)

Figure 3-6

Not to Scale

Overall with Canopy - Sheet 1

P76A
Medium Walmart Blue
Factory prefinished fascia
and canopy

P134
Light Gray
SW #7015 Repose Gray
Stucco Finish

P135
Medium Gray
SW #7017 Dorian Gray
Prefinished metal door and frames

P162
Dark Gray
SW #7674 Peppercorn
Prefinished metal fascia

White
Prefinished metal canopy fascia

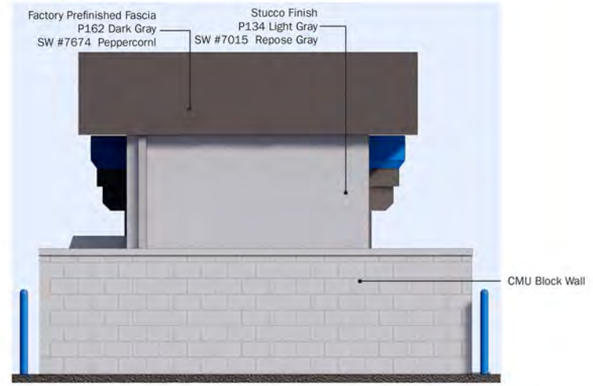
Source(s): wd (10-27-2021)

Figure 3-7

Not to Scale

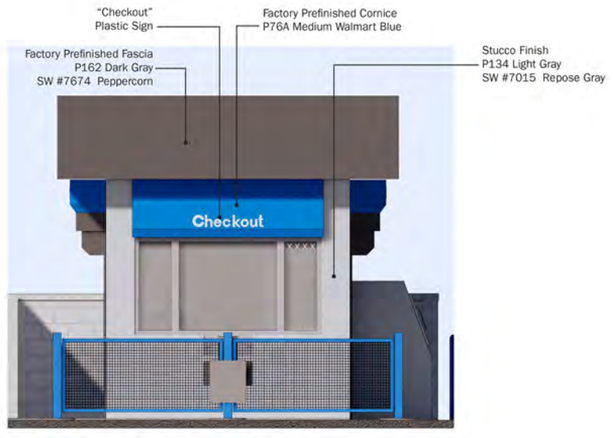
Overall with Canopy - Sheet 2

Proposed Left Side Elevation



Proposed Back Elevation

Proposed Right Side Elevation



Proposed Front Elevation

P76A
Medium Walmart Blue
Factory prefinished fascia

P134
Light Gray
SW #7015 Repose Gray
Stucco Finish

P135
Medium Gray
SW #7017 Dorian Gray
Prefinished metal door and frames

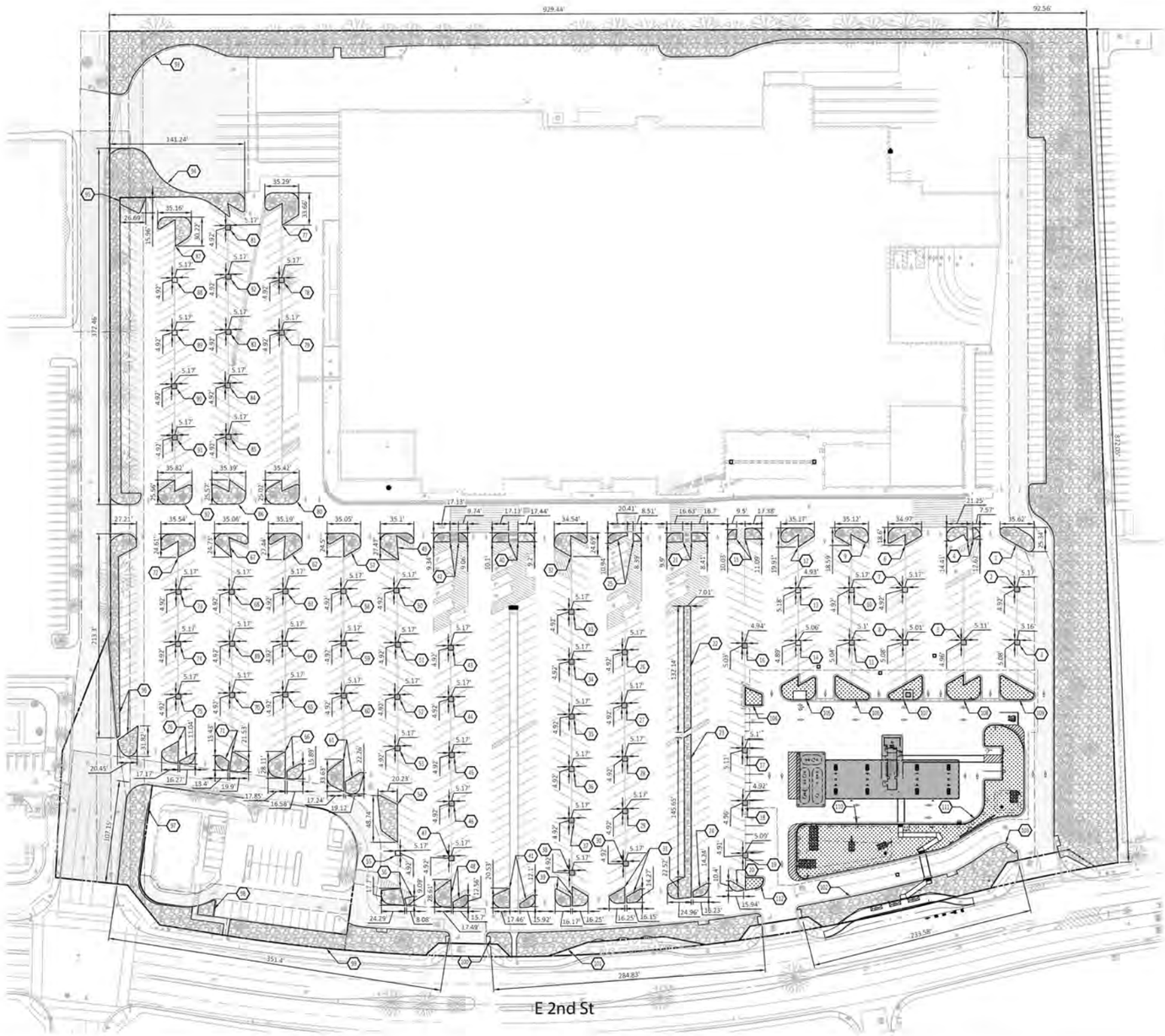
P162
Dark Gray
SW #7674 Peppercorn
Prefinished metal fascia

Source(s): wd (10-27-2021)

Figure 3-8

Not to Scale

Color Elevations



93	69,388±	
94	7,056±	
95	288±	
96	2,402±	
97	3,804±	
98	214±	
99	2,577±	
100	389±	
101	4,489±	
102	2,032±	
103	2,450±	
TOTAL:	95,087±	

73	727±	
78	25±	
79	25±	
80	618±	
81	25±	
82	25±	
83	25±	
84	25±	
85	25±	
86	602±	
87	511±	
88	25±	
89	25±	
90	25±	
91	25±	
92	611±	
TOTAL:	3,344±	

62	468±	
63	25±	
64	25±	
65	25±	
66	551±	
67	387±	
68	25±	
69	25±	
70	25±	
71	444±	
72	523±	
73	25±	
74	25±	
75	25±	
76	374±	
TOTAL:	2,970±	

42	204±	
43	25±	
44	25±	
45	25±	
46	25±	
47	25±	
48	496±	
49	461±	
50	25±	
51	25±	
52	25±	
53	25±	
54	702±	
55	25±	
56	391±	
57	442±	
58	25±	
59	25±	
60	25±	
61	670±	
TOTAL:	3,691±	

21	267±	
22	909±	
23	1,482±	
24	134±	
25	172±	
26	25±	
27	25±	
28	25±	
29	25±	
30	25±	
31	334±	
32	423±	
33	25±	
34	25±	
35	25±	
36	25±	
37	25±	
38	25±	
39	443±	
40	280±	
41	191±	
TOTAL:	5,110±	

1	527±	
2	25±	
3	26±	
4	293±	
5	26±	
6	415±	
7	25±	
8	25±	
9	411±	
10	25±	
11	26±	
12	424±	
13	26±	
14	25±	
15	243±	
16	25±	
17	26±	
18	25±	
19	25±	
20	91±	
TOTAL:	2,734±	

LEGEND:

EXISTING LANDSCAPE

PROPOSED LANDSCAPE

TOTAL EXISTING AND PROPOSED LANDSCAPE SQUARE FOOTAGE:	125,659±
PROPERTY SQUARE FOOTAGE MINUS BUILDING SQUARE FOOTAGE:	737,359±
AVERAGE SQUARE FOOTAGE OF LANDSCAPE:	0.170418

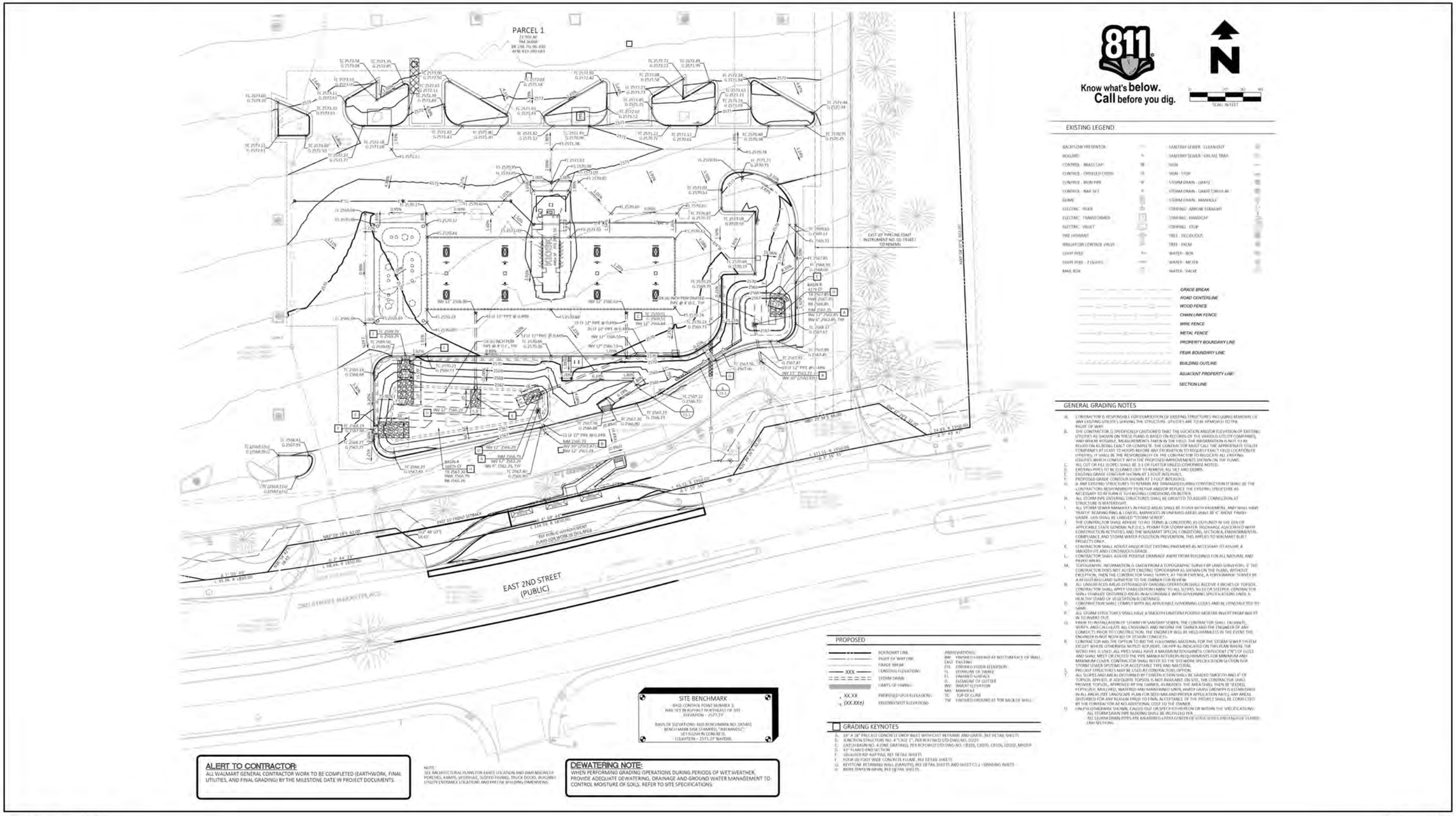
104	242±	
105	499±	
106	514±	
107	408±	
108	660±	
109	524±	
110	192±	
111	5,550±	
112	4,134±	
TOTAL:	12,723±	

Source(s): CEI (12-10-2021)

Figure 3-9

Not to Scale

Conceptual Landscaping

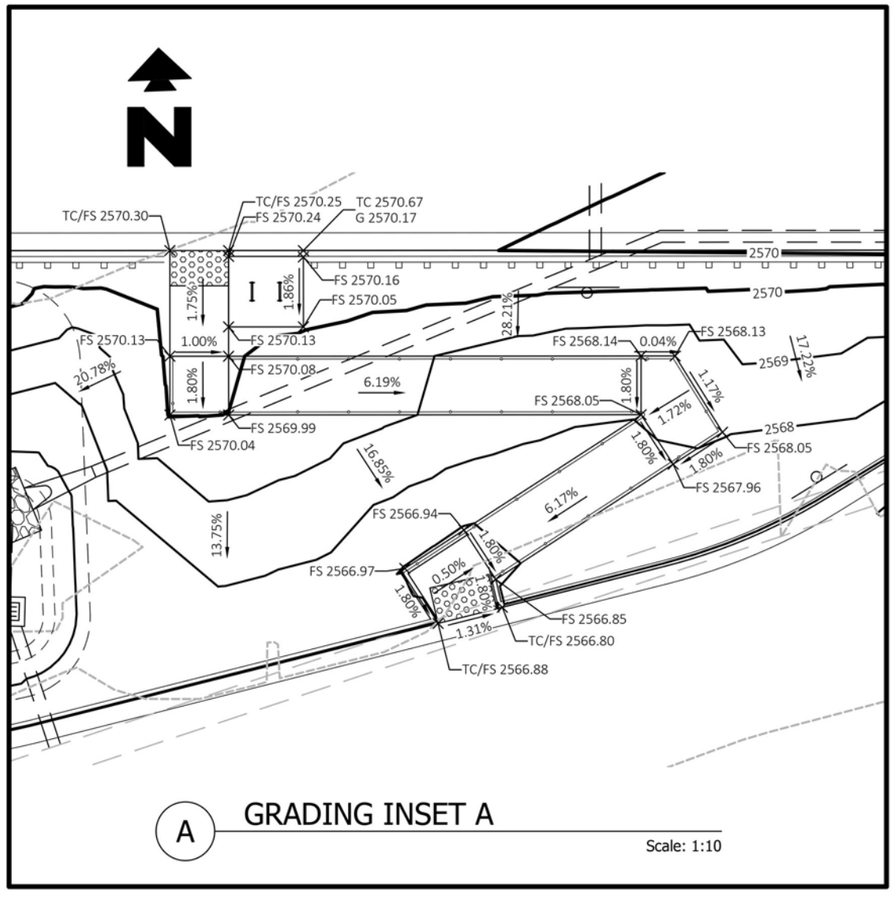


Source(s): CEI (12-10-2021)

Figure 3-10

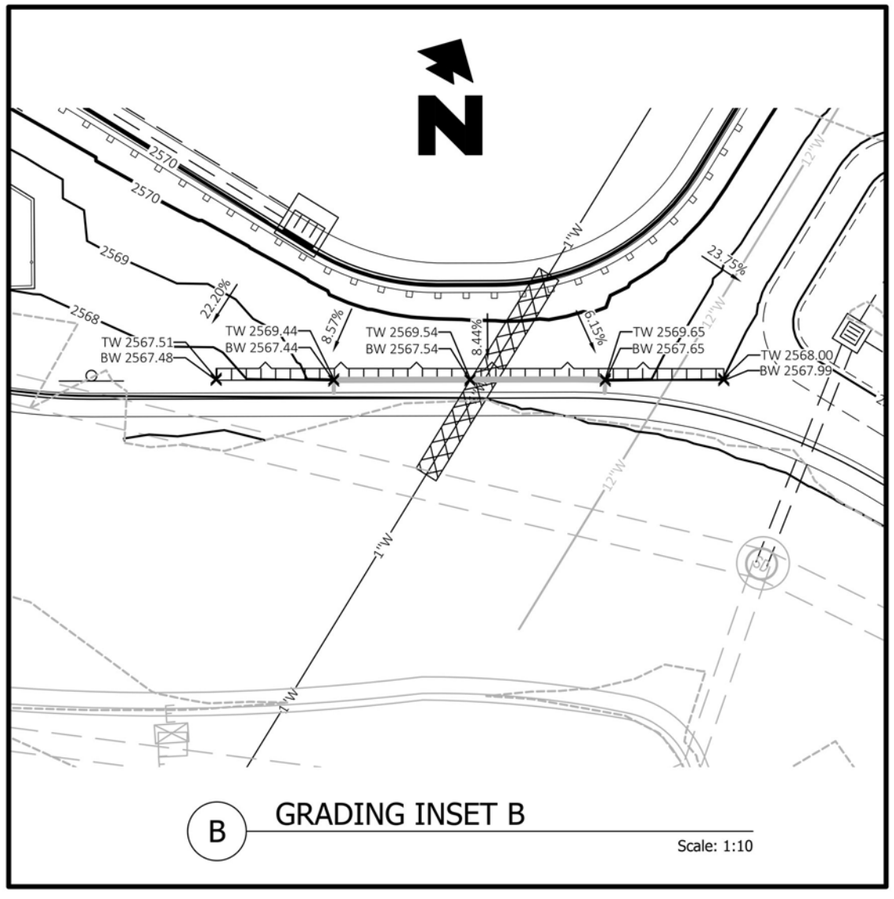
Not to Scale

Grading Plan



A GRADING INSET A

Scale: 1:10



B GRADING INSET B

Scale: 1:10

ALERT TO CONTRACTOR:
ALL WALMART GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

NOTE:
SEE ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.

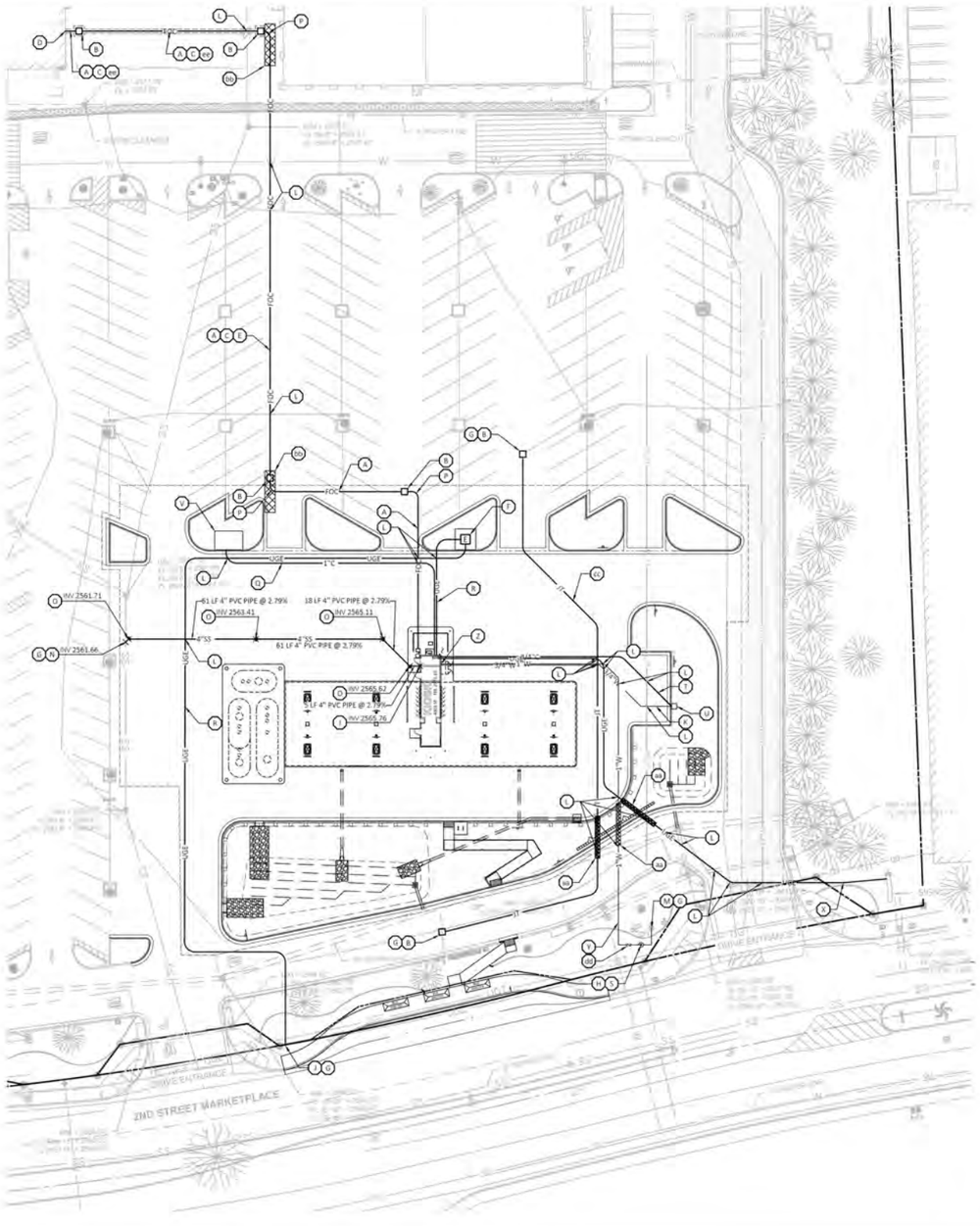
DEWATERING NOTE:
WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO SITE SPECIFICATIONS.

Source(s): CEI (12-10-2021)

Figure 3-11

Not to Scale

Grading Plan Insets



PROPOSED LEGEND

- RIGHT OF WAY / PROPERTY LINE
- STORM DRAIN
- SANITARY SEWER SERVICE
- UGE / UGT — UNDERGROUND ELECTRIC SERVICE
- W — WATER SERVICE
- FOC — FIBER OPTIC CONDUITS

EXISTING LEGEND

BACKFLOW PREVENTOR	SANITARY SEWER - GREASE TRAP
BOLLARD	SANITARY SEWER - MANHOLE
CONTROL - CHISELED CROSS	SANITARY SEWER - VAULT
CONTROL - IRON PIPE	SIGN
CONTROL - NAIL SET	SIGN - STOP
ELECTRIC - BOX	STORM DRAIN - MANHOLE
ELECTRIC - MANHOLE	STRIPING - ARROW LEFT
ELECTRIC - RISER	STRIPING - ARROW RIGHT
ELECTRIC - VAULT	STRIPING - STOP
FIRE HYDRANT	TELEPHONE - BOX
GUY WIRE	TELEPHONE - VAULT
IRON PIPE SET	TRAFFIC SIGNAL
IRRIGATION CONTROL VALVE	TRAFFIC SIGNAL - BOX
LIGHT POLE	TREE - DECIDUOUS
LIGHT POLE - 2 LIGHTS	TREE - PALM
LIGHT POLE - 4 LIGHTS	UNKNOWN - RISER
POWER - POLE	WATER - METER
SANITARY SEWER - CLEAN OUT	WATER - VALVE

- *GRADE BREAK*
- *ROAD CENTERLINE*
- *WOOD FENCE*
- *CHAIN LINK FENCE*
- *WIRE FENCE*
- *METAL FENCE*
- *TELEPHONE LINE - UNDERGROUND*
- *TELEPHONE LINE - OVERHEAD*
- *ELECTRIC LINE - OVERHEAD*
- *ELEC. & TELE. LINE - OVERHEAD*
- *ELECTRIC LINE - UNDERGROUND*
- *WATER LINE - UNDERGROUND*
- *SEWER LINE - UNDERGROUND*
- *STORM LINE - UNDERGROUND*
- *CABLE LINE*
- *UNKNOWN LINE - UNDERGROUND*
- *GAS LINE - UNDERGROUND*
- *PROPERTY BOUNDARY LINE*
- *FEMA BOUNDARY LINE*
- *BUILDING OUTLINE*
- *ADJACENT PROPERTY LINE*
- *SECTION LINE*
- *RIGHT TO RELINQUISH ACCESS*

N

SCALE IN FEET

811 Know what's below. Call before you dig.

SEWER CERTIFICATION

I CERTIFY THAT THE DESIGN OF THE SEWER SYSTEM IS IN ACCORDANCE WITH THE EASTERN MUNICIPAL WATER DISTRICT'S SEWER SYSTEM MASTER PLAN, AND THE DISTRICT HAS PROGRAMMED ADEQUATE CAPACITY TO TREAT WASTES FROM THE PROPOSED TRACT.

EASTERN MUNICIPAL WATER DISTRICT

BY: _____
PRINCIPAL ENGINEER OF DEVELOPMENT SERVICES (DATE)

AS-BUILT DRAWING

THIS AS-BUILT DRAWING WAS (IN PART) PREPARED BASED ON INFORMATION SUBMITTED (IN PART) BY OTHERS. THE ENGINEER HAS NOT VERIFIED THE ACCURACY OF THIS INFORMATION AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSION WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

DATE _____ BY: _____
(NAME OF FIRM)

ENGINEER'S DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY EASTERN MUNICIPAL WATER DISTRICT IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

NAME _____ P.E. # _____ DATE _____

UTILITY LEGEND

A. FIBER OPTIC CONDUIT FROM WALMART TO KIOSK.
ONE 8P 3" DIAMETER CONDUITS FOR FIBER OPTIC CABLES AND TELEPHONE LINES.
RELOCATED FROM BUILDING TO GAS LOT AS NECESSARY. COORDINATE WITH CURRENT UDOT. THE CONDUITS SHALL BE 3" DIAMETER CARLON TYPE "DB" DIRECT BURIAL TELEPHONE DUCT OR 3" SCHEDULE 40 PVC. INSTALL GALVANIZED PULL WIRE OR PURPLE PROPYLENE POLYETHYLENE ROPE WITH A MINIMUM PULLING TENSION OF 1640 POUNDS IN EACH CONDUIT. THE MINIMUM BURIAL DEPTH SHALL BE 24". INSTALL AN ORANGE DETECTABLE HAZARD TAPE WITH INTEGRAL "BURIED FIBER OPTIC CABLE" WARNING, 12" ABOVE THE CONDUITS.

B. 12" X 30" X 28" "SQUARE" PG1730BA28 BOX WITH PG1730HH00 LID, OR APPROVED EQUAL.

C. CONTRACTOR SHALL COORDINATE FIBER OPTIC CONDUIT INSTALLATION WITH STORE MANAGER TO START DISTURBANCE TO STORE OPERATIONS.

D. FIBER OPTIC AND TELEPHONE POINT OF CONNECTION. CONTRACTOR SHALL COORDINATE WITH ARCHITECT AND STORE MANAGER FOR FINAL BUILDING ENTRANCE LOCATION.

E. DIRECTIONAL DRILL PATH (OR OPEN TRENCH) FOR ONE BY THREE (3) INCH FIBER OPTIC CONDUIT. CONTRACTOR SHALL HAVE CONSTRUCTION METHOD APPROVED BY WALMART PRIOR TO ANY WORK BEING PERFORMED ON FIBER OPTIC CONDUITS. IF OPEN TRENCHING IS APPROVED, BACKFILL MATERIAL IN TRENCH SHALL BE FLOWABLE FILL PER ASTM D4832 IN LIEU OF COMPACTED SOIL MATERIALS FROM TRENCH EXCAVATION.

F. PROPOSED LOCATION OF TRANSFORMER PAD. CONTRACTOR TO VERIFY EXACT LOCATION AND SIZE WITH ELECTRIC COMPANY PRIOR TO INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF CONCRETE PAD, CONDUIT AND PIPE BOLLARDS AS REQUIRED BY THE ELECTRIC COMPANY. CONTRACTOR SHALL COORDINATE SAND WORK WITH THE ELECTRIC COMPANY. FINAL LOCATION OF TRANSFORMER AND BOLLARD CANNOT CONFLICT WITH TRUCK ACCESS TO UNDERGROUND STORAGE TANKS.

G. LOCATION FOR THIS UTILITY AS SHOWN IS FOR DRAWING PURPOSES ONLY. CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND DEPTH IN FIELD PRIOR TO THE CONSTRUCTION OF THE PROPOSED UTILITY LINE TO BE CONNECTED. CONTRACTOR SHALL NOTIFY CEI ENGINEERING IF THE DESIGN AS SHOWN IS NOT ACHIEVABLE.

H. DOMESTIC WATER METER PER BEAUMONT-CHERRY VALLEY WATER DISTRICT 1" SERVICE LINE STANDARD PLATE 6-1.

I. SANITARY SEWER ENTRY (PER ARCH. PLANS).

J. POINT OF CONNECTION - ELECTRICAL SERVICE, REF ARCH / MEP PLANS.

K. 3/4" WATER TO AIR / WATER STATION.

L. MAINTAIN 18 INCHES VERTICAL SEPARATION.

M. POINT OF CONNECTION - DOMESTIC WATER SERVICE, CONNECTION PER BEAUMONT-CHERRY VALLEY WATER DISTRICT REQUIREMENTS.

N. POINT OF CONNECTION - SANITARY SEWER SERVICE, CONNECTION PER EASTERN MUNICIPAL WATER DISTRICT STANDARD DRAWING SB-17 AND SB-17T REQUIREMENTS.

O. SANITARY SEWER CLEAN OUT PER EASTERN MUNICIPAL WATER DISTRICT STANDARD DRAWING SB-52.

P. INSTALL 3" SWEEP, MINIMUM RADIUS SHALL BE 10 TIMES CONDUCTOR DIAMETER (MINIMUM FIVE (5) INCH RADIUS).

Q. 1" CONDUIT TO VAPOR RECOVERY PROCESSOR, REF. ARCH PLANS.

R. CONDUITS FOR 400 AMP ELECTRIC SERVICE, REF ELECTRIC COMPANY PLANS / REQUIREMENTS.

S. METER BOX INSTALLATION PER BEAUMONT-CHERRY VALLEY WATER DISTRICT METER BOX INSTALLATION STANDARD PLATE 12.

T. 3/4" CONDUIT TO AIR/WATER STATION, REF. ARCH PLANS.

U. AIR/WATER STATION.

V. VAPOR RECOVERY PROCESSOR, REF. ARCH PLANS.

X. ELECTRIC CONDUIT FOR FUEL STATION TO EXISTING PYLON SIGN. REF ARCH PLANS FOR NUMBER AND SIZE OF CONDUITS AND CONDUCTORS AND EXACT BUILDING ENTRANCE LOCATION.

Y. 3" CLIMAX, TYPE K, SERVICE LATERALS PER BEAUMONT-CHERRY VALLEY WATER DISTRICT STANDARD PLATE 6-2, PLATE 6-3, AND PLATE 13.

Z. DOMESTIC WATER ENTRY - REF ARCH / MEP PLAN FOR CONFIRMATION.

aa. STEEL CASING FOR UTILITY CROSSING, SEE OF FAL SHEET.

bb. BORING PIT

cc. RELOCATE EXISTING SITE LIGHTING ELECTRIC - CONTRACTOR SHALL CONFIRM SIZE AND NUMBER OF CONDUITS AND CONDUCTORS PRIOR TO DEMOLISHING EXISTING SITE LIGHTING ELECTRIC SERVICE (REF SHEET - C3 - DEMOLITION PLAN FOR LIMITS OF IMPROVEMENTS TO BE REMOVED). ALL EXISTING SITE LIGHTING SHALL BE IN OPERATION EVERY NIGHT DURING CONSTRUCTION.

dd. BACKFLOW PREVENTER PER BEAUMONT-CHERRY VALLEY WATER DISTRICT REQUIREMENTS.

ee. CONCRETE SIDEWALK CUT / REPAIR, REF ARCH PLANS

ALERT TO CONTRACTOR:
ALL WALMART GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

NOTE:
SEE ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOORS, BYPASS UTILITY ENTRANCE LOCATIONS AND FREEZE BUILDING DIMENSIONS.

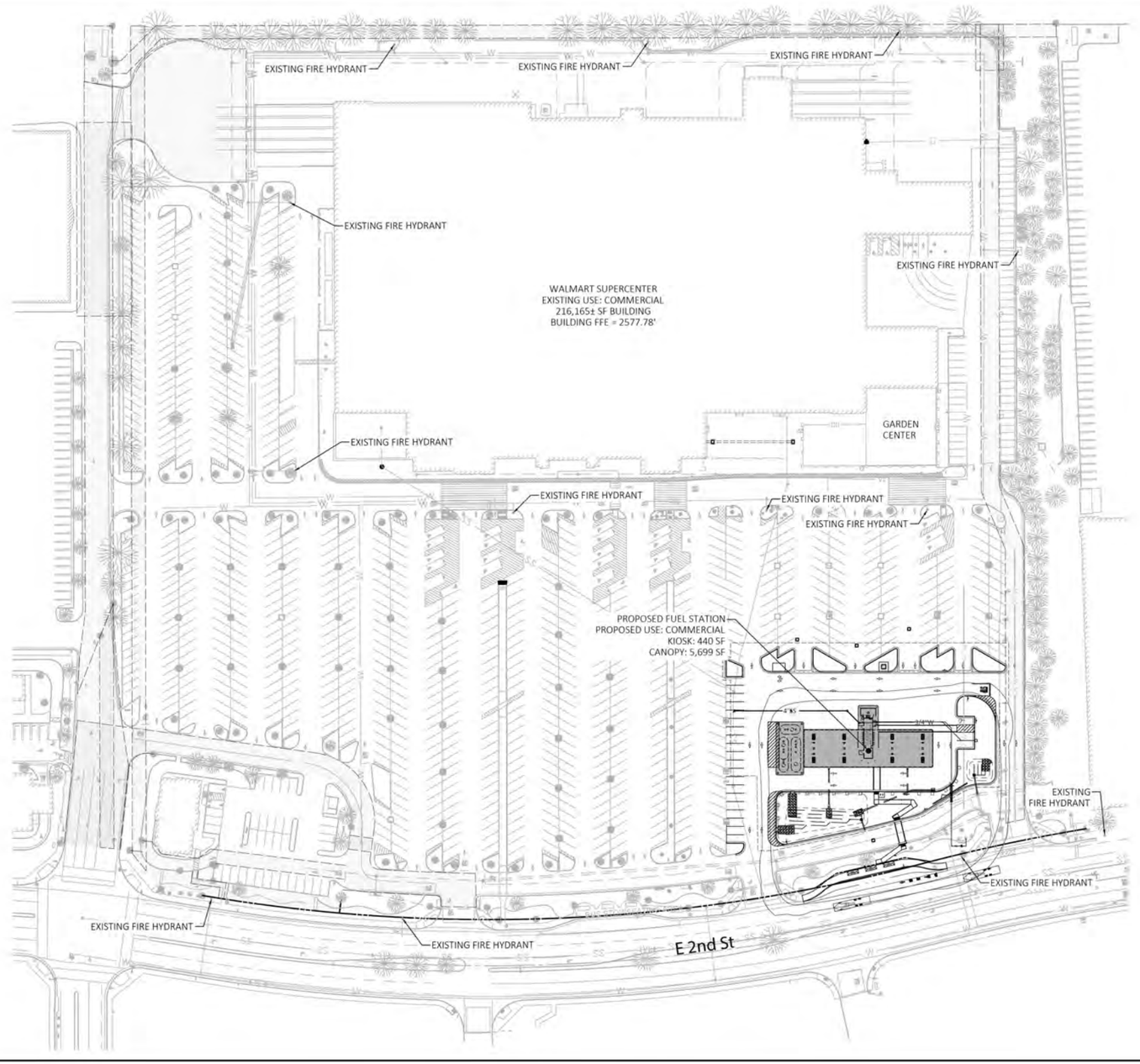
Vicinity Map
Not to Scale

Source(s): CEI (12-10-2021)

Figure 3-12

Not to Scale

Utility Plan



Source(s): CEI (12-10-2021)

Figure 3-13

Not to Scale

Fire Exhibit

4.0 Environmental Checklist

1. **Project Title:** Walmart Fuel Beaumont
2. **Lead Agency Name and Address:** City of Beaumont
   Planning Department
   550 E. 6th Street
   Beaumont, CA 92223
3. **Lead Agency Contact Person and Phone Number:** Carole Kendrick (951) 769-8518
4. **Project Location:** 1540 E. 2nd St. Beaumont, CA 92223; APN 419-260-081
5. **Project Sponsor Name and Address:** Walmart Real Estate Business Trust
   2608 Southeast J Street
   Bentonville, AR 72716-5510
6. **General Plan Designation:** General Commercial (GC)
7. **Zoning:** Beaumont Retail Partners Specific Plan
8. **Description of Project:** The Project Applicant proposes a Plot Plan, Specific Plan Amendment, Conditional Use Permit, and a Sign Program Amendment to allow for the demolition of an asphalt-paved parking lot associated with the existing Walmart Supercenter #5156, and redevelopment of the 1.29-acre site with the construction and operation of a Walmart fuel station with kiosk and canopy with three underground gasoline and/or diesel storage tanks.
9. **Surrounding Land Uses and Setting:** North: Beaumont Retail Partners Specific Plan (SPA); South: roadway; Beaumont Retail Partners Specific Plan (SPA); East: roadway; West: Beaumont Retail Partners Specific Plan (SPA). The Project site is located in a portion of the southeast corner of an existing overflow parking lot for the existing Walmart Supercenter #5156.
10. **Other Public Agencies Who Approval is Required:** SCAQMD
11. **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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Yes **Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.**

4.1 Environmental Factors Potentially Affected

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture & Forestry Resource	☐	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

4.2 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:

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

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

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** 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 an earlier analysis as described in the attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

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

Signature Date

Printed Name

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000-21178.1), this Initial Study (IS) has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations § 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency (City of Beaumont), in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed Project. The Initial Study sent out for public review reflects the independent judgment of the Lead Agency (City of Beaumont).

5.1.1 Aesthetics

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

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

There are no scenic vistas within the Project site or within the vicinity of the site. Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the Walmart Supercenter #5156 and the site's surroundings are also completely built out. The Project would be conditioned to implement architectural features consistent with provisions of the Specific Plan and all subsequent amendments of the Specific Plan, as well as the City's Municipal Code.

Based on the foregoing analysis, the proposed Project would have no potential to have a substantial adverse effect on a scenic vista. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

There are no scenic resources within the Project site or within the vicinity of the site. Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the Walmart Supercenter #5156 and does not contain any scenic resources. As indicated by the *California State Highway System Map*, there are no State scenic highways in the immediate vicinity of the site (Caltrans, 2018). The site's surroundings are also completely built out. The Project would be conditioned to implement architectural features consistent with provisions of the Specific Plan and all subsequent amendments of the Specific Plan, as well as the City's Municipal Code.

Based on the foregoing analysis, the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The Project site is located within an urbanized area. Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156. Implementation of the Project would convert the parking lot into a Walmart modular kiosk with an 8 stack dispenser (16 pump) fuel station with canopy and parking stalls. Development of the Project would be governed by the Specific Plan and all subsequent amendments to the Specific Plan, as well as the Plot Plan, both of which contain site planning, architectural, and landscaping specifications to ensure the site

is developed in a manner that is not aesthetically offensive and at the same time is visually consistent and compatible with the existing Walmart Supercenter #5156, Farmer Boys Restaurant, and the development on adjoining and surrounding land uses.

Based on the foregoing analysis, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Under existing conditions, the Project site is developed with an asphalt parking lot with ancillary parking lot lighting associated with the existing Walmart Supercenter #5156. The immediately surrounding area is fully built out with retail/commercial uses and roadways and associated lighting.

As shown previously and described in Section 3.0, *Project Description*, the kiosk and canopy are designed using medium Walmart blue, and light, medium and dark gray and are not designed with reflective materials that would create a new source of light and glare. An exterior lighting (photometric) plan consisting of a point-by-point foot candle layout has been prepared as part of the Project's application materials. Digital readers for fuel prices would be added to the existing Walmart pylon sign and to the existing monument sign in compliance with State law.

With the proposed Project's design features within the context of the existing fully developed environment and with mandatory compliance with the applicable provisions of the Beaumont Retail Partners Specific Plan and all subsequent amendments, and City development standards; the Project's potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, would be less than significant.

5.1.2 Agriculture and Forest Resources

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

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project site and immediately surrounding areas are not currently in agricultural use. Thus, the Project would have no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is zoned Specific Plan; thus, the property is not zoned for agricultural use and no agricultural uses occur on-site or on immediately adjacent properties. Thus, the Project would not conflict with existing agricultural zoning or existing agricultural use.

According to mapping information available from the CDC, the Project site and surrounding areas are not subject to a Williamson Act contract. Therefore, the Project would not result in impacts to lands subject to a Williamson Act Contract or lands located within an Agricultural Preserve.

Based on the foregoing analysis, the proposed Project would not conflict with existing zoning for agricultural use or Williamson Act contract. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The Project site is zoned Specific Plan and is not zoned for forest land, timberland, or timberland zoned Timberland Production. Also, no lands within the Project vicinity are zoned for forest land, timberland, or timberland zoned Timberland Production, nor are any lands within the immediate Project vicinity used for timber production. Therefore, the proposed Project would have no potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production nor

would the proposed Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the proposed Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Therefore, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

"Farmland" is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold (a), above, there are no areas of Farmland within the Project vicinity.

As described under the thresholds above, according to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project site and surrounding areas are not currently in agricultural use. In addition, under existing conditions, the 1.29-acre Project site is zoned Specific Plan; thus, the property is not zoned for agricultural use and no agricultural uses occur on-site or on immediately adjacent properties. Based on the foregoing analysis, implementation of the proposed Project has no potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

Also, neither the Project site or lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production. Therefore, implementation of the proposed Project has no potential to involve other changes in the existing environment which, due to their location or nature, could result in the conversion of forest land to non-forest use.

Based on the foregoing analysis, because there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest land, no impact would occur as a result of implementation of the proposed Project.

5.1.3 Air Quality

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

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

Level of Significance: Less than Significant Impact
Mitigation: No Mitigation Required.

The proposed Project is located within the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. (Urban Crossroads, Inc., 2024a, p. 9)

There are numerous requirements that development projects must comply with by law, and that were put in place by federal, State, and local regulatory agencies for the improvement of air quality. Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the SCAQMD. (Urban Crossroads, Inc., 2024a, p. 2)

Currently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, Inc., 2024a, p. 54)

In December 2022, the SCAQMD released the *Final 2022 AQMP* (*2022 AQMP*). The *2022 AQMP* continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the *2016 AQMP*, the *2022 AQMP* incorporates scientific and technological information and planning assumptions, including the *2020-2045 RTP/SCS*, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP was determined using the *2022 AQMP* as discussed below. (Urban Crossroads, Inc., 2024a, p. 54)

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the *SCAQMD's CEQA Air Quality Handbook* (1993). The proposed Project's consistency with these criteria is discussed below. (Urban Crossroads, Inc., 2024a, p. 54)

> *Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated by Urban Crossroads, the Project's regional and localized construction-source emissions would not exceed applicable regional significance thresholds. The proposed Project also would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the proposed Project would not conflict with Criterion No. 1. (Urban Crossroads, Inc., 2024a, pp. 54-55)

> *Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The growth forecasts used in the AQMP to calculate future emissions levels are based in part on land use planning data provided by lead agencies via their general plan documentation. Projects that increase the intensity of use on a subject property may result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP.

Development of the proposed Project as a fuel station is consistent with the growth projections in the City of Beaumont General Plan and is therefore considered to be consistent with the AQMP. The General Plan designates the site as "General Commercial" with a "Specific Plan Overlay" with the intent for mixed-use development. In addition, the Project's construction and operational-source air pollutant emissions would not exceed the regional or localized significance thresholds. Therefore, the proposed Project would not conflict with Criterion No. 2.

In summary, the proposed Project would not result in or cause NAAQS or CAAQS violations and the proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. In addition, as evaluated by Urban Crossroads, the proposed Project would not exceed any applicable regional or local thresholds. Therefore, the proposed Project is consistent with the AQMP. As such, impacts would be less than significant. (Urban Crossroads, Inc., 2024a, pp. 55-56)

b) Would the proposed 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?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The proposed Project has the potential to generate air pollutant concentrations during construction activities and operational activities.

Impact Analysis for Construction Emissions

For purposes of analytical analysis, construction of the Project was assumed to commence in March 2024 and be completed in April 2024. Construction activities associated with the proposed Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. (Urban Crossroads, Inc., 2024a, pp. 38-39)

The estimated maximum daily construction emissions without mitigation are summarized in Table 5-1, *Overall Construction Emissions Summary - Without Mitigation.* Detailed construction model outputs are contained in Appendix 3.1 of *Technical Appendix A*. As shown in Table 5-1, emissions resulting from Project construction activities would not exceed thresholds established by the SCAQMD for emissions of any criteria pollutant. (Urban Crossroads, Inc., 2024a, p. 39)

Table 5-1 Overall Construction Emissions Summary - Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2024	3.01	5.59	8.34	0.01	0.43	0.28
Winter						
2024	37.25	36.22	77.15	0.07	19.66	19.37
Maximum Daily Emissions	**37.25**	**36.22**	**77.15**	**0.07**	**19.66**	**19.37**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2024a, Table 3-4)

Impact Analysis for Operational Emissions

Operational activities associated with the Project are expected to generate air pollutant emissions from the operation of vehicles and the storage, transfer and dispensing of gasoline, landscape maintenance activities, application of architectural coatings, and the use of electricity and natural gas. Long-term operational emissions associated with the Project are presented in Table 5-2, *Summary of Peak Operational Emissions*. As shown in Table 5-2, the proposed Project's daily regional emissions from ongoing operations would not exceed any of the thresholds of significance. (Urban Crossroads, Inc., 2024a, p. 41)

Gasoline Dispensing Emissions

The storage, transfer and dispensing of gasoline is not expected to generate significant VOC emissions. The enhanced vapor recovery systems required by SCAQMD Rule 461 would substantially reduce VOC emissions and mitigate any potential for the Project to exceed the daily emissions thresholds set by SCAQMD. (Urban Crossroads, Inc., 2024a, p. 42)

In 2022, CARB released the Gasoline Service Station Industrywide Risk Assessment Technical Guidance report which provides emission factors for loading, breathing, fueling, spillage and hose permeation for gasoline. Per information from the Project Applicant, the air quality impact analysis and analysis herein conservatively assumes an annual throughput of 3,400,000 gallons of fuel/year or 9,315 gallons/day and based on this throughput estimate. Based on the throughput analysis, the Project is estimated to emit an additional 4.14 lbs/day VOC emissions from gasoline dispensing. Thus, the total daily VOC emissions from operational emissions estimated by CalEEMod as well as VOCs from gasoline dispensing would be 15.56 lbs/day (11.42 lbs/day + 4.14 lbs/day), as shown in Table 5-2, and the result would still be well below the 55 lbs/day limit set by SCAQMD. Therefore, the impact of any additional VOCs from the storage, transfer and dispensing of gasoline is considered less than significant. (Urban Crossroads, Inc., 2024a, pp. 42-43)

SCAQMD considers air pollutant emissions that exceed the SCAQMD's project-level thresholds to also be cumulatively-considerable. Conversely, if a project does not exceed the SCAQMD project-level thresholds,

then SCAQMD considers that project's air pollutant emissions to be less than cumulatively-considerable. The evaluation of Project-specific air pollutant emissions presented in Table 5-1 and Table 5-2 demonstrates that the proposed Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project's air pollutant emissions would be less than cumulatively-considerable and would not contribute to the non-attainment of applicable State and federal standards. Therefore, impacts would be less than significant. (Urban Crossroads, Inc., 2024a, pp. 58-59)

Table 5-2 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	11.40	6.17	51.94	0.10	7.92	2.07
Area Source	0.02	0.00	0.02	0.00	0.00	0.00
Energy Source	0.00	0.01	0.00	0.00	0.00	0.00
Fueling Station	4.14	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	**15.56**	**6.18**	**51.96**	**0.10**	**7.92**	**2.07**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	10.47	6.59	47.39	0.09	7.92	2.07
Area Source	0.02	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.01	0.00	0.00	0.00	0.00
Fueling Station	4.14	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	**14.63**	**6.60**	**47.39**	**0.09**	**7.92**	**2.07**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2024a, Table 3-5)

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

For a detailed description of the health effects of air pollutants refer to Section 3.6 of the Project's Air Quality Impact Analysis (*Technical Appendix A*). In general, air pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects. The following analysis is

based on the applicable significance thresholds established by the SCAQMD (which are based on federal and State air quality standards).

Localized significance thresholds (LSTs) represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. (Urban Crossroads, Inc., 2024a, p. 45)

Receptors in the Project study area are described below and shown on Exhibit 3-A of *Technical Appendix A*. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). (Urban Crossroads, Inc., 2024a, p. 46)

- R1: Location R1 represents the existing commercial center at 1620 East 2nd St., approximately 14 feet west of the Project site. Receptor R1 is placed at the building facade.

- R2: Location R2 represents the existing residence at 1576 Leland Street, approximately 649 feet south of the Project site. R2 is placed at the private outdoor living areas (backyards) facing the Project site.

- R3: Location R3 represents the existing residence at 1558 Leland Street, approximately 663 feet south of the Project site. R3 is placed at the private outdoor living areas (backyards) facing the Project site.

Construction-Source Localized Emissions

Table 5-3, *Localized Construction-Source Emissions – Without Mitigation (1 of 2)* and Table 5-4, *Localized Construction-Source Emissions -Without Mitigation (2 of 2)*, identify the localized impacts at the nearest receptor location in the vicinity of the Project site. For analytical purposes, emissions associated with peak demolition/crushing, site preparation, and grading activities are considered for purposes of LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap, would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in Table 5-3 and Table 5-4, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. (Urban Crossroads, Inc., 2024a, p. 48)

Table 5-3 Localized Construction-Source Emissions – Without Mitigation (1 of 2)

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition/Crushing				
Maximum Daily Emissions	**13.67**	**59.44**	**14.93**	**3.03**
SCAQMD Localized Threshold	80	730	113	33
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2024a, Table 3-8)

Table 5-4 Localized Construction-Source Emissions -Without Mitigation (2 of 2)

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	**12.74**	**10.51**	**2.48**	**1.48**
SCAQMD Localized Threshold	103	1,000	127	36
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**16.99**	**15.16**	**2.84**	**1.69**
SCAQMD Localized Threshold	126	1,271	141	38
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2024a, Table 3-8)

Operational-Source Emissions LST Analysis

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. (Urban Crossroads, Inc., 2024a, p. 49)

Gasoline Dispensing (Toxic Air Contaminants (TAC) Impacts

Emissions resulting from gasoline service stations have the potential to result in TACs (e.g., C6H6, hexane [C_6H_{14}], methyl tert-butyl ether [MTBE], toluene [C_7H_8], xylene [C_8H_{10}]) and have the potential to contribute to health risk in the project vicinity. It should be noted that standard regulatory controls would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. It is unknown at this time, the annual amount of gasoline that will be required for the proposed gas station. Per information provided by the Project Applicant, the annual throughput will be 3,400,000 gallons per year. (Urban Crossroads, Inc., 2024a, p. 51)

For purposes of this evaluation, cancer risk estimates were determined consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401, 1401.1 & 212 which provides screening-level risk estimates for gasoline dispensing operations. Residential and worker risks were estimated using Table 12.1A, *Screening Tables for Gasoline Dispensing Facilities (Residential*), and Table 12.1B, *Screening Tables for Gasoline Dispensing Facilities (Worker*), from the SCAQMD Permit Application Package "N." (Urban Crossroads, Inc., 2024a, pp. 51-52)

The Project site is located within source receptor area (SRA) 29 with the gasoline canopy located within 771 feet (235 meters) from the nearest residential land use, as shown on Exhibit 3-B of *Technical Appendix A*. In order to determine the potential impact of 3,400,000 gallons of annual throughput, the residential risks were calculated by interpolating between the maximum individual cancer risk (MICR) per one million gallons of gasoline at 200 and 300-meter downward distance for a 235-meter distance within SRA 29 (Banning) then multiplied by 3.40. As such, the residential risk is estimated to be 0.52 in 3,400,000. (Urban Crossroads, Inc., 2024a, p. 52)

The nearest commercial/industrial land use is located 181 feet (55 meters) from the gasoline canopy, as shown on Exhibit 3-B Table 12.1B, *Screening Tables for Gasoline Dispensing Facilities (*Worker), presents MICR per one million gallons of gasoline for each SRA, at downward distances of 25, 50, 75, 100, 200, 300, 500, and 1,000 meters. For distances between the given downward distances, the methodology uses linear interpolation to determine risks. In order to determine the potential impact of 3,400,000 gallons of annual throughput, the worker risks were calculated by interpolating between the MICR per one million gallons of gasoline at 50 and 75-meter downward distance for a 55-meter distance within SRA 29 (Banning) then multiplied by 3.40. As such, the residential risk is estimated to be 0.43 in 3,400,000. (Urban Crossroads, Inc., 2024a, p. 52)

Based on the SCAQMD's screening procedure, it is anticipated that no residential receptors in the Project vicinity will be exposed to a cancer risk of greater than 0.52 in 3,400,000 and that no worker receptors will be exposed to a cancer risk of greater than 0.43 in 3,400,000 which is less than the applicable threshold of a MICR of 3.40 in 3,400,000 for workers and residents. Therefore, impacts would be less than significant. (Urban Crossroads, Inc., 2024a, p. 52)

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon

completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant. (Urban Crossroads, Inc., 2024a, pp. 57-58)

5.1.4 Biological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US 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?	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. Because the site is fully developed under existing conditions and the immediately surrounding properties are developed, no candidate, sensitive, or special status species are present on the Project site. Therefore, there is no potential for the proposed Project to 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. Thus, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. No riparian habitat or other sensitive natural community are present on the site; therefore, the proposed Project has no potential to 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 US Fish and Wildlife Service. Thus, no impact would occur as a result of implementation of the proposed Project.

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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. No wetlands are present on the site. Because no wetlands occur on the Project site, the proposed Project has no potential to 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. As such, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. Additionally, the Project site does not contain any streambeds or waterbodies that would support migratory fish species. Because the site and its immediate surroundings are fully built out, no established native resident or migratory corridors exist on the site or in the immediate vicinity of the Project site. Therefore, implementation of the proposed Project has no potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species within established native resident or migratory corridors, or impede the use of native wildlife nursery sites. As such, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. The Project site is not targeted for conservation under the San Diego kangaroo rat (SKR) Habitat Conservation Plan (HCP). As with all development in the aera, pursuant to Riverside County Ordinance No.

663, the Project Applicant would be required to contribute fees towards establishing and maintaining conservation areas for the SKR. With mandatory compliance to County Ordinance No. 663, the Project would not conflict with the SKR HCP. As such, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. Under existing conditions, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is an approved habitat conservation plan; however, because the site is fully built out, impacts would be less than significant. As with every development in the area, the Project Applicant would be required to comply with the MSHCP Fee Program Ordinance, which requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit. In addition, similar to the MSHCP fee, the Project applicant would be required to comply with the Stephens' Kangaroo Rat Mitigation Fee Ordinance which requires a per-acre local development and mitigation fee payment prior to the issuance of a grading permit. Finally, as a matter of Federal law, the developer would be required to comply with the Migratory Bird Treaty Act (MBTA).

Because the site is fully developed under existing conditions, is not in an MSHCP Criteria cell and no candidate, sensitive, or special status species are present on the site, with compliance with Federal, State and local laws and regulations, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impact would occur as a result of implementation of the proposed Project.

5.1.5 Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. An archaeological records search for the project and the surrounding area within a one- mile radius was provided by the EIC at UCR. The search results identified six cultural resources (one prehistoric and five historic) located within one mile of the project, none of which are located within the subject property. The records search results also indicated that there has been a total of 33 cultural resource studies conducted within a one-mile radius of the project. Three of the previously conducted studies overlap the subject property and all three of these previous studies are tied to the commercial development within the project vicinity. The Demcak (2002) study was a survey of the entire Walmart Supercenter property. (BFSA, 2023, p. 4.0-5)

A review of historic maps and aerial photographs show that the property was undeveloped until 2005 when it was completely cleared and graded for commercial development. Ground visibility was hindered by the developed nature of the property; however, the records search results show that the property was surveyed for cultural resources with negative results prior to development. These results, coupled with the fact that the property has been entirely graded, indicate there is little to no potential for cultural resources to be present/disturbed by the proposed project. (BFSA, 2023, p. 4.0-5) No historic resources are present on the Project site. Accordingly, any possible historical resources that may have existed on the Project site would have been removed as part of past ground-disturbing activities from developing the parking lot. As such, there is no reasonable possibility that historic resources would be impacted by redeveloping the Project site from a paved parking lot to a fueling station. Thus, no impact would occur.

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

Level of Significance: Less than Significant with Mitigation.
Mitigation: Mitigation Required.

Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. The records search results show that the property was surveyed for cultural resources with negative results prior to development. These results, coupled with the fact that the property has been entirely graded, indicate there is little to no potential for cultural resources to be present/disturbed by the proposed project. (BFSA, 2023, Page 4.0-5)

No archaeological resources are present on the Project site. The Project site was disturbed by past grading and paving activities, which would have removed any surface or near-surface archaeological resources that may have existed on the Project site. However, because redevelopment of the site as a fueling station would entail ground disturbance at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface archaeological resources to be discovered during construction. If resources are discovered that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines § 15064.5, impacts would be significant if the resource is not appropriately treated. Thus, mitigation is required to reduce potential impacts to below a level of significance. With implementation of Cultural Resources Mitigation Measure 1 (CR MM-1) and CR MM-2, impacts associated with the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5, would be reduced to less than significant.

Mitigation:

CR MM-1: Prior to construction and as needed throughout the construction period involving ground-disturbing construction activities, a construction worker cultural awareness training program shall be provided to all new construction workers involved in ground-disturbing activities within two weeks of employment at the Project site. The training shall be prepared and conducted by a qualified cultural resources specialist. Workers attending the training shall sign a form that shall be kept by the construction contractor or Project Applicant and made available to the City of Beaumont upon request.

CR MM-2: If suspected cultural resources are encountered during ground disturbance activities, all work within 100 feet of the find shall immediately cease and the area cordoned off until a qualified cultural resource specialist that meets the Secretary of the Interior's Professional Qualification Standards can evaluate the find and make recommendations. The requirement to cease activities within 100 feet shall be specified in the construction contract and noted on grading plans prior to the issuance of a grading permit. If the cultural resource specialist determines that the discovery represents a significant cultural resource as defined by CEQA Guidelines § 15064.5, mitigation will be required in the form of consultation, identification of treatment measures to reduce impacts to below a level of significance, implementation of the treatment measures, and documentation. If

cultural resources are discovered that may have relevance to Native Americans, the specialist or Project Applicant must provide written notice to the City of Beaumont, the Morongo Band of Mission Indians and the Agua Caliente Band of Mission Indians that have requested consultation on the Project, and any other appropriate individuals, agencies, and/or groups as determined by the specialist in consultation with the City of Beaumont to receive input regarding treatment and disposition of the resource, which may include avoidance, testing, and/or excavation to prevent destruction of the resource and/or to allow documentation of the resource for research potential. All reports, correspondence, and determinations regarding the discovery and the treatment measures that were implemented shall be submitted to the Eastern Information Center (EIC) at California at Riverside (UCR).

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. The 1.29-acre site does not contain a cemetery. As with every development in California, as a matter of State Law, in the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the coroner. If the coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. With mandatory compliance with State law, implementation of the proposed Project would not result in any adverse impacts to any human remains. As such, impacts would be less than significant.

5.1.6 Energy

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

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Construction Energy Demands

Construction energy consumption would come from on-site activity during all phases of construction and associated equipment from each phase. Additionally, worker, vendor and hauling vehicles accessing the site would also consume energy. (Urban Crossroads, Inc., 2024b, p. 24)

Based on the assumed power cost, it is estimated that the total electricity usage during construction is calculated to be approximately 1,153 kWh. Construction equipment used by the Project would result in single event consumption of approximately 2,862 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. (Urban Crossroads, Inc., 2024b, p. 33)

CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best available control measures (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. (Urban Crossroads, Inc., 2024b, p. 33)

Construction worker trips for full construction of the proposed Project would result in the estimated fuel consumption of 371 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (Medium-Heavy Duty (MHDs) and Heavy-Heavy Duty Trucks (HHDs)) would total approximately 2,267 gallons. Diesel fuel would be supplied by commercial vendors in the City and region. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The *2022 Integrated Energy Policy Report (IEPR)* released by the California Energy Commission (CEC) has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2024b, pp. 33-34).

Operational Energy Demands

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). (Urban Crossroads, Inc., 2024b, p. 31)

Annual vehicular trips and related vehicle miles traveled (VMT) generated by the operation of the proposed Project would result in a fuel demand of 162,790 gallons per year during operation. Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other commercial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other commercial uses. (Urban Crossroads, Inc., 2024b, p. 34).

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. (Urban Crossroads, Inc., 2024b, p. 33)

The proposed Project would improve a sidewalk segment along the site's frontage with 2nd Street and install a bus turnout, facilitating and encouraging pedestrian access in the area. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2024b, p. 35).

Project facility operational energy demands are estimated at 18,898 kBTU/year of natural gas; and 7,645 kWh/year of electricity. Natural gas would be supplied to the Project site by SoCalGas; electricity would be supplied by Southern California Electric (SCE). The Project proposes conventional commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The

Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other commercial uses of similar scale and configuration. (Urban Crossroads, Inc., 2024b, p. 35)

Implementation of the Project would increase the demand for electricity at the Project site and petroleum consumption in the region during operation. However, the electrical consumption demands of the Project during operation would conform to the State's Title 24 and to CALGreen standards, which implement conservation measures. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state-mandated renewal energy production requirements. With compliance with Title 24 conservation standards and other regulatory requirements, the Project would not be wasteful or inefficient or unnecessarily consume energy resources during construction or operation and would result in a less-than-significant impact with respect to consumption of energy resources. (Urban Crossroads, Inc., 2024b, p. 35)

Lastly, the proposed Project would comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2024b, p. 35)

b) Would the Project conflict with a State or Local plan for renewable energy or energy conservation?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The proposed Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the proposed Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California's Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

The Project's consistency with the applicable state and local plans is discussed below.

Consistency with ISTEA

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, Inc., 2024b, p. 35)

Consistency with TEA-21

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled and takes advantage of existing infrastructure systems. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (Urban Crossroads, Inc., 2024b, p. 35)

Consistency with IEPR

The 2022 IEPR was adopted February 2023, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2022 IEPR introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition and distributed energy resources are topics discussed within the 2022 IEP. (Urban Crossroads, Inc., 2024b, p. 17)

Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan. (Urban Crossroads, Inc., 2024b, p. 36)

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. (Urban Crossroads, Inc., 2024b, p. 18)

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10

million metric tons (28). The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These require, among other items. (Urban Crossroads, Inc., 2024b, p. 18)

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. (Urban Crossroads, Inc., 2024b, p. 20)

Consistency with RPS

The State Renewable Portfolio Standard (RPS) was initially established by SB 1078 in 2002. SB 1078 required electricity providers to increase procurement of electricity from renewable energy sources by at least one percent per year with the goal of reaching 20% renewables by 2017. SB 107 accelerated the 20% RPS requirement from 2017 to 2010. Subsequently, SB 2 (1X) increased the RPS requirements to 33 percent renewables by 2020 with compliance period targets of 20% by 2013 and 25% by 2016. SB 350 further increases the RPS requirement to 50% by 2030, with interim targets of 40% by 2024 and 45% by 2027. In addition, the bill requires that 65 percent of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021. The most recent change is from SB 100, which increases RPS requirements to 60% by 2030, with new interim targets of 44% by 2024 and 52% by 2027 as well. The bill further requires that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045. (Urban Crossroads, Inc., 2024b, p. 20)

According to the CPUC, all electricity retail sellers either met or exceeded the interim target and are on track to achieve their compliance requirements. California's three large IOUs collectively served 36% of their 2017 retail electricity sales with renewable power. The Small and Multi-Jurisdictional Utilities (SMJUs) and ESPs served roughly 27% of retail sales with renewables and CCAs collectively served 50% of retail sales with renewable power (Urban Crossroads, Inc., 2024b, p. 20)

Consistency with SB 350

The proposed Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the proposed Project would interfere with implementation of SB 350. Additionally, the proposed Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption. (Urban Crossroads, Inc., 2024b, p. 36)

Summary

Construction

As discussed, above, the proposed Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on- road and off-road diesel-powered equipment and

are enforced by the ARB. The proposed project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant. (Urban Crossroads, Inc., 2024b, p. 38)

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed above, the Project would result in approximately 18,898 kBTU/year of natural gas and 7,645 kWh/year of electricity annually. (Urban Crossroads, Inc., 2024b, p. 39)

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. (Urban Crossroads, Inc., 2024b, p. 39)

Based on the preceding analysis, the proposed Project would not conflict with any of the state or local plans. Therefore, impacts would be less than significant.

5.1.7 Geology and Soils

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result insubstantial 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 capable 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?	☐	☒	☐	☐

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

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

II). Strong seismic ground shaking?

II). Seismic-related ground failure, including liquefaction?

IV). Landslides?

Level of Significance: Less than Significant.

Mitigation: No Mitigation Required.

In 2020, a Geotechnical Engineering Investigation was conducted by Salem Engineering Group, Inc. for the Project site, the results of which are summarized below in relation to this Threshold.

Fault Rupture

Based on the proximity of several active faults and faults capable of generating earthquakes, as well as the historic seismic record, the area of the subject site is considered subject to relatively moderate to high seismicity. The Project area is not within an Alquist-Priolo Special Studies Zone. The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards and no active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface fault rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. (Salem Engineering Group, Inc., 2020a, pp. 6-7)

Strong Seismic Ground Shaking

The closest regional fault to the site is the San Jacinto Fault located approximately 6.2 miles from the site. All faults in the region are sources of potential ground motion. Based on the Office of Statewide Health Planning and Development (OSHPD) Seismic Design Maps, the estimated design peak ground acceleration adjusted for site class effects was determined to be 0.867g (based on both probabilistic and deterministic seismic ground motion) (Salem Engineering Group, Inc., 2020a, p. 8) As is common in southern California, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the California Building Standards Code (CBSC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the CBSC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects.

Seismic-related Ground Failure, including Liquefaction

Due to the historically highest groundwater depth of more than 50 feet below existing grade, the potential for liquefaction at the site is considered to be low, The Riverside County GIS online tool also shows the site is located within a low liquefaction potential area. (Salem Engineering Group, Inc., 2020a, p. 8)

Landslides

There are no known landslides at the site and the site is not in the path of any known or potential landslides. The 2020 Geotechnical Engineering Investigation (see *Technical Appendix C)* does not consider the potential for a landslide to be a hazard for the project. In addition, due to the relatively flat site topography, the likelihood of lateral spreading is very low. (Salem Engineering Group, Inc., 2020a, p. 8)

Based on the foregoing analysis, the proposed Project's potential to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: I). rupture of a known

earthquake fault; II). strong seismic ground shaking; II). seismic-related ground failure, including liquefaction; or IV). landslides, would be less than significant.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Due to the existing condition as an asphalt-paved parking lot versus exposed soils, construction activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the temporary exposure of these erodible materials to wind and water.
Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES Permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. All flows entering the on-site storm drainage system would be directed toward the bioretention basins planned in the southeastern portion of the site and would be conveyed to existing storm drains following water quality treatment. The Project's WQMP *(*see *Technical Appendix F*) identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required WQMP would further ensure that potential erosion and sedimentation effects would be less than significant. As such, impacts due to substantial soil erosion or the loss of topsoil would be less than significant.

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?

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?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

There are no known landslides at the site and the site is not in the path of any known or potential landslides. The 2020 Geotechnical Engineering Investigation (*Technical Appendix C*) does not consider the

potential for a landslide to be a hazard for the proposed Project. In addition, due to the relatively flat site topography, the likelihood of lateral spreading is very low. (Salem Engineering Group, Inc., 2020a, p. 8) The potential for liquefaction at the site is considered to be low, due to the historically highest groundwater depth of more than 50 feet below existing grade. The Riverside County GIS online tool also shows the site is located within a low liquefaction potential area. (Salem Engineering Group, Inc., 2020a, p. 8)

Approximately 4 to 6 inches of asphaltic concrete underlain by approximately 2 to 3 inches of aggregate base material was encountered at test boring locations during the site investigation conducted in 2020 by Salem Engineering Group. The soils encountered below the existing pavements generally consisted of medium dense to very dense silty sand and sandy gravel, and stiff to hard sandy silt to the maximum depth of 16.5 feet below existing grade. The near surface soils exhibited a very low expansion potential. When compacted as engineered fill, the soils encountered are anticipated to have good pavement support characteristics. (Salem Engineering Group, Inc., 2020a, pp. 3,)

The soils tested by Salem Engineering exhibited moderate compressibility and exhibited a moderate collapse potential. The near surface soils exhibited a very low expansion potential. When compacted as engineered fill the soils encountered are anticipated to have a good pavement support characteristic. (Salem Engineering Group, Inc., 2020a, p. 9) With compliance with the UBC, the Project's WQMP (*Technical Appendix F*), and the recommendations in the Project's Geotechnical Engineering Investigation (*Technical Appendix C*), appropriate design solutions for the soil conditions would reduce the risk of geologic and soil instability to a less than significant level.

Based on the foregoing analysis, the Project's potential to 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, would be less than significant. In addition, the Project's potential to be located on expansive soil, and thereby creating substantial direct or indirect risks to life or property, would be less than significant.

e) Would the Project have soils capable 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?

Level of Significance: No Impact
Mitigation: No Mitigation Required.

The proposed Project does not propose septic tanks or alternative wastewater systems and the proposed Project would utilize the existing municipal wastewater systems. As such, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: Less than Significant with Mitigation.
Mitigation: Mitigation Required.

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. No known paleontological or unique geologic features are present within the Project site. There are no unique geological features on the site.

Because the Project site has been largely disturbed by past grading activities, any possible paleontological resources that may have existed on the property would have been removed or destroyed as part of past ground-disturbing activities on site. However, because redevelopment of the site as a fueling station would entail ground disturbance at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface paleontological resources to be discovered during construction. If unique paleontological resources are discovered, impacts would be significant if the resource is not appropriately treated. Thus, mitigation is required to reduce potential impacts to below a level of significance. With implementation of GEO MM-1, GEO MM-2, GEO MM-3, and GEO MM-4, potential impacts to a unique paleontological resource would be reduced to less than significant.

Mitigation:

GEO MM-1: Prior to construction and as needed throughout the construction period involving ground-disturbing construction activities, a construction worker paleontological resource awareness training program shall be provided to all new construction workers within two weeks of employment at the project site, if their work will involve ground-disturbing construction activities in bedrock or native soils. The training shall be prepared and conducted by a qualified professional paleontologist. Workers attending the training shall sign a form that shall be kept by the construction contractor or Project Applicant and made available to the City of Beaumont upon request.

GEO MM-2: If paleontological resources are encountered, all work in the immediate vicinity of the find shall halt until a qualified paleontologist can be called to the site to evaluate the find and make recommendations. The requirement to halt activities in the vicinity of the find shall be specified in the construction contract and noted on grading plans prior to the issuance of a grading permit. Paleontological resource materials may include fossils, plant impressions, or animal tracks that have been preserved in rock. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts to less than significant levels. Construction in rock and native

soils shall not resume until the appropriate mitigation measures are implemented or the materials are determined to be to be less than significant by the paleontologist.

GEO MM-3: Recovered specimens, if any, shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storages shall be required for discoveries of significance as determined by the paleontologist.

GEO MM-4 A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Beaumont prior to final building inspection.

5.1.8 Greenhouse Gas Emissions

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

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

While estimated Project-related greenhouse gas (GHG) emissions can be calculated, the direct impacts of such emissions on global climate change (GCC) and global warming cannot be determined on the basis of available science because GCC is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by

innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to global climate change in a cumulatively-considerable way.

The City of Beaumont has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO2e/yr to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by numerous cities in the SCAB and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the *SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. (Urban Crosssroads, Inc., 2024c, p. 44)

Thus, and based on guidance from the SCAQMD, if a non-industrial project would emit GHGs less than 3,000 MTCO2e/yr, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a non-industrial project would emit GHGs in excess of 3,000 MTCO2e/yr, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation. (Urban Crosssroads, Inc., 2024c, p. 45)

Project construction activities would generate CO_2, CH_4, and Refrigerants. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. Construction related emissions are expected from the following construction activities: (Urban Crosssroads, Inc., 2024c, p. 47)

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

Operational activities associated with the Project would result in emissions of CO_2, CH_4, and N_2O, and Refrigerants from the following primary sources: (Urban Crosssroads, Inc., 2024c, p. 48)

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Water Supply, Treatment, and Distribution

- Solid Waste
- Refrigerants

The annual GHG emissions associated with the Project are summarized in Table 5-5, *Project GHG Emissions*. As shown in Table 5-5, construction and operation of the Project would generate approximately 1,530.21 $MTCO_2e$/yr. Therefore, the proposed Project would not exceed the SCAQMD's/City's screening threshold of 3,000 $MTCO_2e$/yr. Thus, the proposed Project would have no potential to result in a cumulatively considerable impact with respect to GHG emissions. Impacts would be less than significant. (Urban Crosssroads, Inc., 2024c, p. 50)

Table 5-5 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	1.78	5.66E-05	1.29E-04	8.65E-04	1.82
Mobile Source	1,489.68	0.12	0.09	2.63	1,522.94
Area Source	0.01	0.00	0.00	0.00	0.01
Energy Source	2.21	0.00	0.00	0.00	2.22
Water Usage Source	0.30	0.01	0.00	0.00	0.52
Waste Source	0.77	0.08	0.00	0.00	2.70
Refrigeration Source	0.00	0.00	0.00	0.00	0.00
Total CO_2e (All Sources)	**1,530.21**				

(Urban Crosssroads, Inc., 2024c, Table 3-4)

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan. For reasons outlined herein, the proposed Project would result in a less than significant impact with respect to GHG emissions. (Urban Crosssroads, Inc., 2024c, pp. 50-51)

2022 Scoping Plan Consistency

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies that the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Additionally, the Project includes design features related to water and solid conservation that will further reduce Project GHG emissions. As such, the Project would not be inconsistent with the 2022 Scoping Plan. (Urban Crosssroads, Inc., 2024c, p. 51)

5.1.9 Hazards and Hazardous Materials

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result	☐	☐	☐	☒

		Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
	in a safety hazard or excessive noise for people residing or working in the project area?				
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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

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?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

An analysis of the Project's potential to result in impacts due to existing site conditions, construction activities, and operational activities is discussed below.

Historical Site Conditions

Under existing conditions, the 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. A Phase I Environmental Site Assessment (ESA) was prepared by Salem Engineering Group. Inc. in 2020. Refer to *Technical Appendix E*. According to review of historical aerial photographs, the site appears as undeveloped on aerial photographs from 1938 to 1996; the site first appears as developed in the 2006 aerial photograph. At the time of Salem Engineering Group's site reconnaissance on September 22, 2020, the subject property was developed with the asphalt-paved parking lot associated with the Walmart Supercenter #5156. During the visual observations of the subject property in 2020, no hazardous substances or petroleum products were observed to be stored or handled on the subject property. Exposed surface soils did not exhibit obvious signs of discoloration. No other obvious evidence (vent pipes, fill pipes, dispensers, etc.) of underground storage tanks (USTs) was noted within the area observed. No standing water or major depressions were observed on the subject property. No indications of former structures, such as foundations, were observed on the property. Based on the observed uses of the properties located immediately adjacent to the subject property, it is unlikely that significant quantities

of hazardous substances or petroleum products are stored or handled at the adjacent properties. Based on Salem's field observations and contacts with local and State regulatory agencies, the potential for adverse environmental impacts to the subject property associated with current use appears to be low; therefore, there is a low potential for recognized environmental conditions (RECs) to exist in connection with the current use of the subject property. Also, based on Salem's field observations, review of the Environmental Data Resources, Inc. (EDR) Radius Map Report and consultation with local regulatory agencies, there is no evidence that RECs exist in connection with the subject property from adjacent uses. (Salem Engineering Group, 2020b, p. 16) As such, impacts due to hazards associated with existing site conditions would be less than significant.

Construction Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property for up to one month during the demolition and construction phases of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to, requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana RWQCB.

With mandatory compliance with applicable hazardous materials regulations, the proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, construction activities would not 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. As such, impacts would be less than significant during the proposed Project's construction activities.

Operational Activities

Based on the proposed use of the site as a fuel station, hazardous materials (i.e., gasoline, diesel, diesel exhaust fluid (DEF), and biodiesel fuels, and oil) would be used during the course of daily operations at the Project site. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the business that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that operates the fueling station at the Project site and that handles and/or stores substantial quantities of hazardous materials (as defined by the California Health and Safety Code, Division 20, Chapter 6.95 Section 25500) would be required to prepare and submit a Hazardous Materials

Business Emergency Plan (HMBEP) to the Riverside County Department of Environmental Health (RCDEH) in order to register the business as a hazardous materials handler. Such business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

Additionally, because the Project entails a fueling station, various standard conditions to minimize hazardous materials impacts related to fueling stations would be applicable to the Project. These standard conditions are monitored by RCDEH, the State-designated Certified Unified Program Agency (CUPA) managing hazardous materials programs within the City of Beaumont and throughout Riverside County. In addition to other programs and requirements that may be applicable, as determined by the RCDEH, the following programs may also apply to the fueling station: Certificate of Disclosure of Hazardous Substances (Business Emergency Plan), Hazardous Waste Generator Permit, and Underground Storage Tank Permit.

The operation of the proposed fueling station would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment.

The business owners and operators of the proposed fueling station would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances. With mandatory regulatory compliance with federal, State, and local laws, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. As such, impacts would be less than significant during the proposed Project's operation activities.

Summary

As noted above, with implementation of mandatory regulatory requirements and standard conditions of approval, the proposed Project would result in less-than-significant impacts due to the routine transport, use, or disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

There are no schools within one-quarter mile of the Project site (Google Earth). Accordingly, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The property is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as "EnviroStor." (Salem Engineering Group, 2020b, p. 9) Additionally, the Project's Phase I ESA (*Technical Appendices E*) conducted in September 2020, included a review of federal, State, tribal, and local government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, which resulted in a determination that the Project site has a low potential for RECs and is not listed on any hazardous materials databases. (Salem Engineering Group, 2020b, p. 16)

Accordingly, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on the foregoing analysis, no impact would occur as a result of implementation of the proposed Project.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The 1.29-acre site is not located within two miles of a public airport or public use airport. The closest major airport is the Banning Municipal Airport that is located over five miles to the east of the Project site (Urban Crossroads, Inc., 2024d, pp. 17-18; Google Earth). Accordingly, because the Project site is not located within an airport land use plan or, where such a plan has not been adopted, or within two miles of a public airport or public use airport, no impact would occur.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The 1.26-acre Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the City. As such, impacts would be less than significant.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The 1.29-acre Project site is fully developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. Because no wildlands are located proximate to the site and the site and its surroundings are built out, development of the 1.29-acre site would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As such, no impact would occur.

5.1.10 Hydrology and Water Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
II. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
III. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
IV. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The California Porter-Cologne Water Quality Control Act (§ 13000 ["Water Quality"] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. The RWQCB's most recent update to the Santa Ana Basin Plan was adopted in February 2016. The RWQCB's 2016 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348.

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is within the Santa Ana Watershed- San Jacinto River. Based on the Project's 2021

Project Specific Water Quality Management Plan (WQMP) (*Technical Appendix E*), receiving waters include Unidentified Water (460) listed with no EPA approved 303(d) listed impairments or beneficial uses. See Figure 5-1, *Receiving Waters Map* for the location of the Unidentified Water (460). (CEI Engineering, 2021, pp. 6-7, Table A.1 and Appendix 1)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project's potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction-Related Water Quality

Construction of the proposed Project would involve demolition, grading, paving, utility installation, crushing of asphalt material, installation of the building and underground fuel tanks, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, 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.

Pursuant to the requirements of the Santa Ana RWQCB, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the best management practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, impacts would be less than significant.

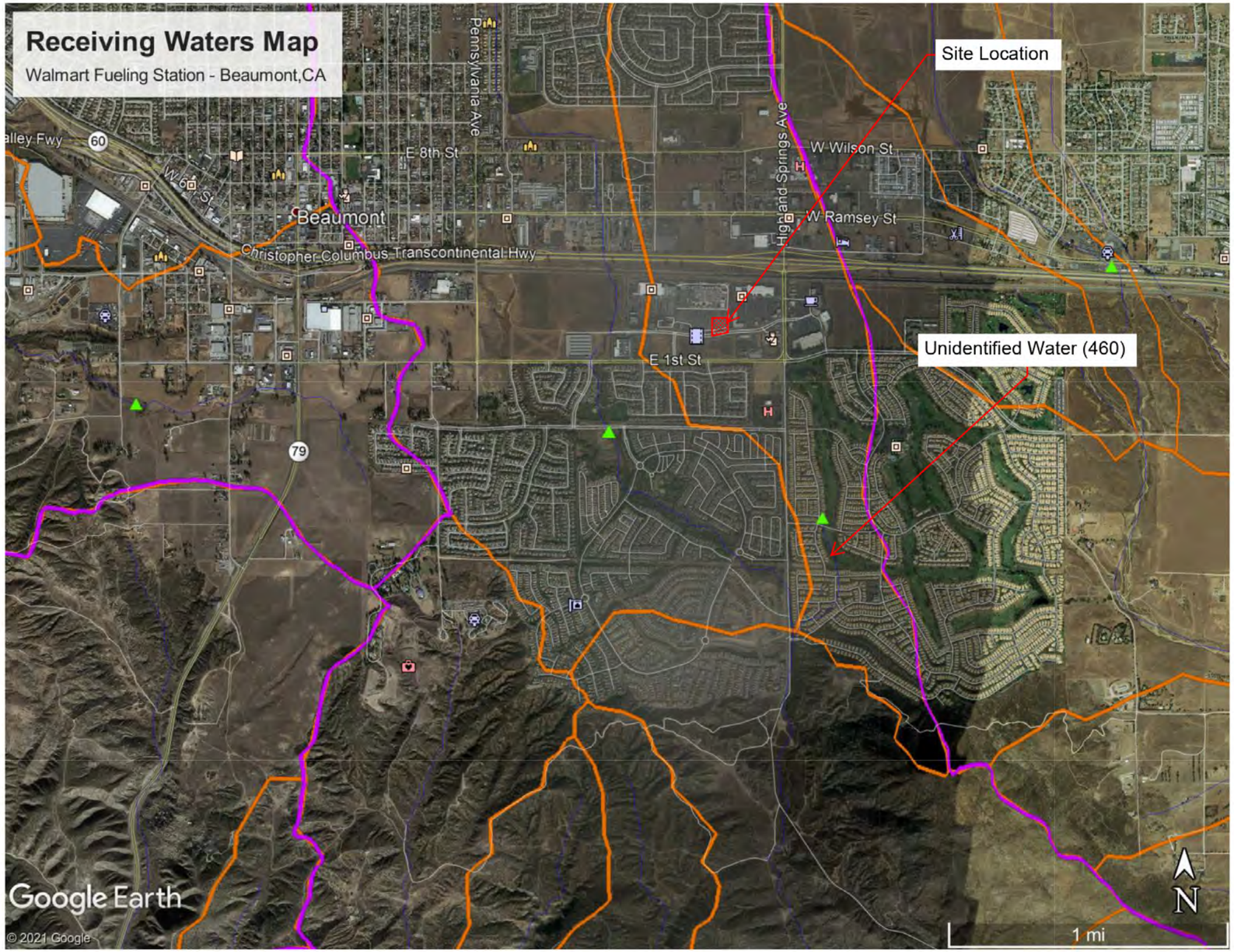
Operational Water Quality Impacts

As noted above, the receiving water for the Project's drainage is Unidentified Water (460). According to the Project's WQMP, pollutants of concern for parking lot and retail gasoline outlets include bacterial indicators, metals, toxic organic compounds, trash and debris, and oil and grease (CEI Engineering, 2021, Table E.1. p. 18).

Drainage Management Areas (DMA) 3A and DMA 3C are not being treated directly by the LID biotreatment ponds. It is not feasible to capture that area without taking on excessive upstream run off. Therefore, the areas to the Northwest, DMA 4A and DMA 4C, are being treated as an area swap. DMA 4A and DMA 4C have a larger area than DMA 3A and DMA 3C and are more impervious so there will be more water runoff from the area being treated, than the areas being allowed to drain off. The areas draining off site (DMA 3A and DMA 3C) do not come into contact with the fueling areas, so there is little potential for fueling contamination. The runoff for DMA 3A, DMA 3C, DMA 4A, and DMA 4C, have the same potential pollutant concerns associated with asphalt paving and landscaping. LID Principals and LID BMPs have been incorporated into the site design to fully address all DMAs. Refer to Figure 5-2, *WQMP Site Plan* for the location of the DMAs. (CEI Engineering, 2021, pp. 15, 17)

In summary, to meet NPDES requirements, runoff would be directed to two onsite bioretention basins and an existing vegetated swale (CEI Engineering, 2021, p. 9). The bioretention basins have been designed to provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As such, runoff from the Project site would not contribute substantially to existing downstream impairments and the proposed Project would not violate any water quality standards or waste discharge requirements.

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Preliminary WQMP identifies structural controls (including the proposed bioretention basins) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for fuel dispensing areas, and requirements to regularly sweep plazas, sidewalks, and parking lots) (CEI Engineering, 2021, Table G.1). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation. Thus, impacts would be less than significant.

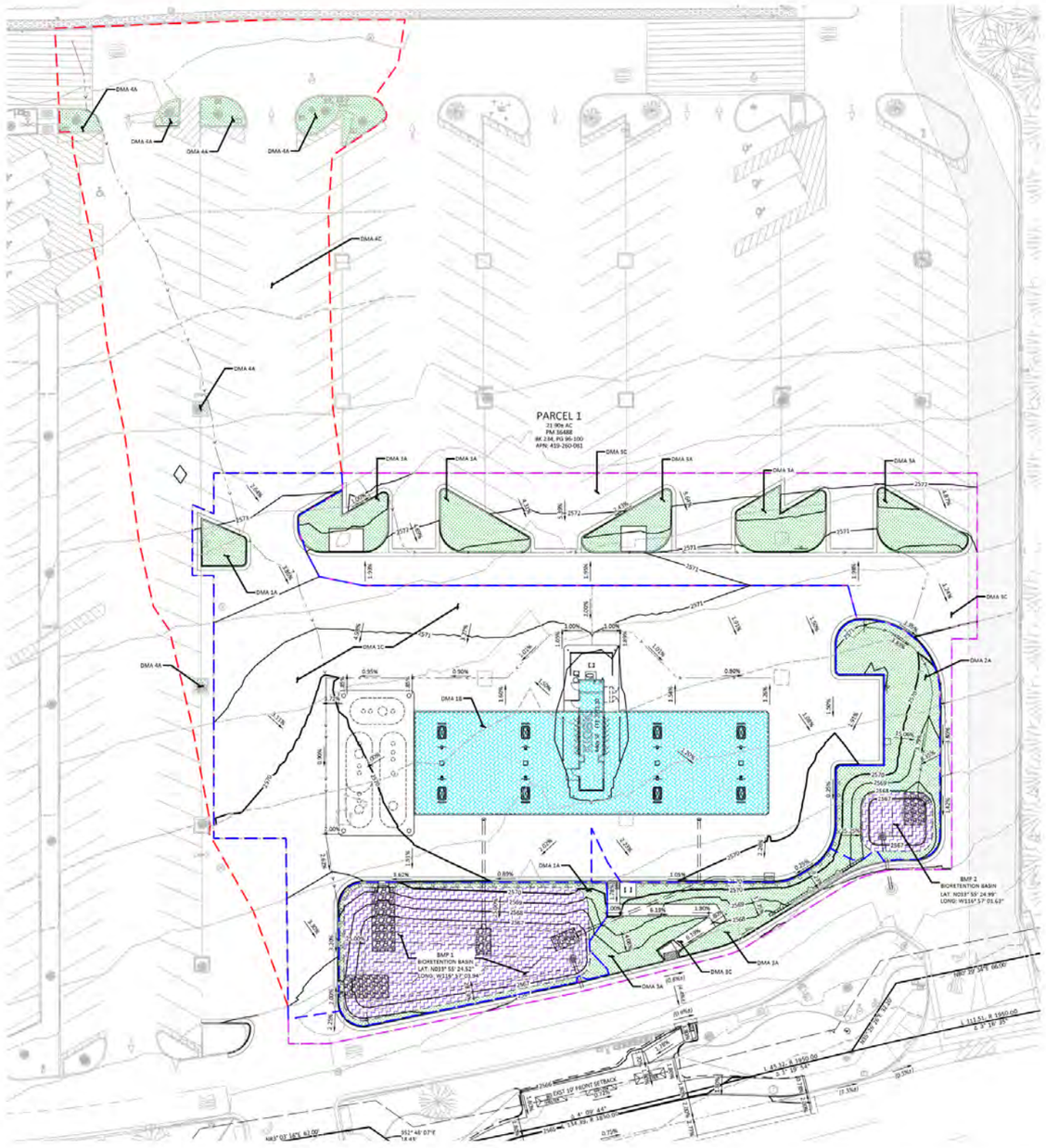


Source(s): CEI Engineering, Inc. (April 30, 2021)

Figure 5-1

Not to Scale

Receiving Waters Map



PROPOSED LEGEND

- DMA BOUNDARY - ONSITE CAPTURED
- DMA BOUNDARY - ONSITE RUNOFF
- DMA BOUNDARY - OFFSITE RUNON
- DRAINAGE PATH
- LANDSCAPING - PERVIOUS AREA
- ROOFS - IMPERVIOUS AREA
- BIORETENTION BMPS - PERVIOUS AREA
- CONCRETE OR ASPHALT - IMPERVIOUS AREA

EXISTING LEGEND

BACKFLOW PREVENTOR	SANITARY SEWER - CLEAN OUT
BOLLARD	SANITARY SEWER - GREASE TRAP
CONTROL - BRASS CAP	SIGN
CONTROL - CHISELED CROSS	SIGN - STOP
CONTROL - IRON PIPE	STORM DRAIN - GRATE
CONTROL - NAIL SET	STORM DRAIN - GRATE CIRCULAR
DOME	STORM DRAIN - MANHOLE
ELECTRIC - RISER	STRIPING - ARROW STRAIGHT
ELECTRIC - TRANSFORMER	STRIPING - HANDICAP
ELECTRIC - VAULT	STRIPING - STOP
FIRE HYDRANT	TREE - DECIDUOUS
IRRIGATION CONTROL VALVE	TREE - PALM
LIGHT POLE	WATER - BOX
LIGHT POLE - 2 LIGHTS	WATER - METER
MAIL BOX	WATER - VALVE

- GRADE BREAK
- ROAD CENTERLINE
- WOOD FENCE
- CHAIN LINK FENCE
- WIRE FENCE
- METAL FENCE
- PROPERTY BOUNDARY LINE
- FEMA BOUNDARY LINE
- BUILDING OUTLINE
- ADJACENT PROPERTY LINE
- SECTION LINE

SITE BENCHMARK
BASE CONTROL POINT NUMBER 2.
NAIL SET IN ASPHALT NORTHEAST OF SITE.
ELEVATION = 2577.73'

BASIS OF ELEVATIONS: NGS BENCHMARK NO. DX5401
BENCH MARK DISK STAMPED, "400 NWDSC"
SET FLUSH IN CONCRETE.
ELEVATION = 2573.37' NAVD88.

ALERT TO CONTRACTOR:
ALL WALMART GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

NOTE:
SEE ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.

Source(s): CEI Engineering, Inc. (April 30, 2021)

Figure 5-2

Not to Scale

WQMP Site Plan

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?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

No potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies through direct extraction. The Project would be served with potable water from the Eastern Municipal Water District (EMWD). Domestic water supplies from the EMWD are reliant on imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2016a, p. xii) (EMWD, 2016b). To address water supplies and demand, the EMWD adopted an Urban Water Management Plan (UWMP) that forecasts water demands and supplies under normal, single-dry, and multiple-dry year conditions; assesses supply reliability; and describes methods of reducing demands under potential water shortages. EMWD's UWMP is based, in part, on the General Plans of the various jurisdictions within its service area for projecting future demand. As such, the proposed Project is consistent with the City's General Plan and thus is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, all runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that allow for infiltration of water into the groundwater table. The site is design for runoff to be directed to two onsite bioretention basins and an existing vegetated swale (CEI Engineering, 2021, p. 9). The total amount of runoff from the Project site would not change with implementation of the proposed Project. Thus, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project. As such, impacts would be less than significant.

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 in which would:

- **I. Result in substantial erosion or siltation on- or off-site;**
- **II. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- III. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- **IV. Impede or redirect flows?**

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The implementation of the proposed Project would not substantially alter drainage patterns of the Project site or area. The Project is designed to implement all facilities consistent with the City's Master Plan of Drainage, thereby reducing potential impacts related to increased quantities of storm flows or surface water runoff.

As shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 06065C0812G, the site is not within a 100-year floodplain. The site is not included within inundation areas identified for regional dams and levees. Consistent with established building code regulations, standard design and construction methods would be employed to reduce the potential for flooding to impact the site. All flood control improvements would be implemented to the satisfaction of the City of Beaumont. Therefore, with mandatory compliance with the Project's WQMP, impacts would be less than significant.

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The Project site is not located in a flood hazard area, tsunami, or seiche zone; therefore, no impact would occur as a result of implementation of the proposed Project .

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The proposed Project would not substantially alter drainage patterns of the Project site or area. The Project is designed to implement all facilities consistent with the City's Master Plan of Drainage; thereby reducing potential impacts related to increased quantities of storm flows or surface water runoff. Thus, no impact would occur as a result of implementation of the proposed Project.

5.1.11 Land Use and Planning

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Would the physically divide an established community?

Level of Significance: No Impact
Mitigation: No Mitigation Required.

The 1.29-acre Project site is located in a portion of the southeast corner of the existing overflow parking lot for the existing Walmart Supercenter #5156. Under existing conditions, as shown on Figure 2-3, the 1.29-acre Project site is bound on the north by the Walmart Supercenter #5156, on the south by E. 2nd St., on the west by the Walmart Supercenter #5156 parking lot and Farmer Boys restaurant, and on the east by commercial uses. Because the Specific Plan provides for comprehensive and cohesive development of the site and the Project vicinity properties are fully built out, implementation of the proposed Project would not physically divide an established community. No impact would occur.

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?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

As discussed in Section 2.0, *Environmental Setting*, the Specific Plan called for the development of a major retail/commercial use and a free-standing gas station, and the Specific Plan area was subsequently developed with a supercenter, restaurant (Farmer Boys), and surface parking. The proposed Project, which entails redevelopment of a portion of the Supercenter's parking lot with a fueling station, is consistent with the land use designations and requirements of the General Plan. The *Beaumont General Plan* designates the project area as "General Commercial" with a "Specific Plan Overlay." The General Plan stated that the intent of the Specific Plan overlay is to provide for the flexibility of mixed-use development

within the project area. (City of Beaumont, 2002; Amended 2012, p 1-1) . The Specific Plan is proposed to be amended to allow the proposed fuel station and establish parking requirements for the Specific Plan, and the provisions of the Specific Plan that are proposed to be amended are not provisions related to mitigating an environmental effect. Thus, the Project would not conflict with any General Plan or Specific Plan policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect.

The Project also would not conflict with the Southern California Association of Governments (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Regarding the RTP/SCS Goal 1, the Project would encourage regional economic prosperity by providing a modern fueling station for vehicles traveling throughout the area. By providing sidewalk improvements and a secondary bus turnout, Goals 2, 3, and 4 would be met by improving mobility, accessibility, and travel safety, enhancing the transportation system, and increasing travel choices within the transportation system. As demonstrated in this document, the Project would not result in significant greenhouse gas or air quality impacts, which is consistent with Goals 5, 6, and 7. RTP/SCS Goals 8, 9, and 10 related to transportation technologies, housing types, and agricultural and habitat conservation are not applicable to the proposed fueling station Project.

Because the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, no impact would occur as a result of implementation of the proposed Project.

5.1.12 Mineral Resources

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

a) Would the proposed Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

b) Would the proposed 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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The Project site does not contain any known mineral resource Section 5.11 of the General Plan EIR notes that there are delineated sites of locations or mineral resources recovery sites proximate to the Project site. Therefore, no impact would occur as a result of implementation of the proposed Project.

5.1.13 Noise

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIII. NOISE. Would the project cause:				
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, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground-borne vibration or ground-borne 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?	☐	☐	☐	☒

a) Would the proposed Project cause 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, noise ordinance, or applicable standards of other agencies?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Noise Significance Criteria

For noise-sensitive residential properties, the City of Beaumont Municipal Code, Section 9.02.050, identifies base ambient noise level (BANL) stationary-source noise level limits for the daytime (7:00 a.m. to 10:00 p.m.) hours of 55 dBA L_{eq} and 45 dBA L_{eq} during the nighttime (10:00 p.m. to 7:00 a.m.) hours. Section 9.40.050 states that *"actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level."* In effect, when the ambient noise levels exceed the base exterior noise level limits, the noise level standard shall be adjusted as appropriate to encompass or reflect the ambient noise level. The noise level limit adjustments for the City of Beaumont noise standards are shown in Table 5-6, *City of Beaumont Operational Noise Standards*. (Urban Crossroads, Inc., 2024d, p. 14)

Table 5-6 City of Beaumont Operational Noise Standards

Receiving Land Use	Time Period	Base Ambient Noise Level (dBA L_{eq})[1]	Exterior Noise Standards (dBA)[2]			
			L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (0 min)
Residential	Daytime	55	60	65	70	75
	Nighttime	45	50	55	60	65

[1] Section 9.02.050 base ambient noise level of the City of Beaumont Municipal Code.

[2] Noise levels shall not exceed for the duration periods specified in Section 9.02.070 City of Beaumont Municipal Code.

The percent noise level is the level exceeded "n" percent of the time during the measurement period. L25 is the noise level exceeded 25% of the time. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m. (Urban Crossroads, Inc., 2024d, Table 3-1)

In addition, the City of Beaumont Municipal Code, Section 9.02.110.G states that "*it shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including but not limited to, the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A).*" (Urban Crossroads, Inc., 2024d, p. 15)

The City of Beaumont has set restrictions to control noise impacts associated with the construction of the proposed Project. These restrictions are generally limited to the nearby noise sensitive receiver locations that may be impacted by the short-term construction noise activities. The City's Municipal Code identifies the following construction noise provisions in Section 9.02.110.F.1: *"It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set*

forth in this Chapter for the duration of the activity during the above-described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school." (Urban Crossroads, Inc., 2024d, pp. 15-16)

Section 9.02.110.F.3 of the Municipal Code indicates that *"Construction related noise…may take place outside the time period set forth therein and above the relative sound levels in case of urgent necessity in the interest of public health and safety, and then only with the prior permission of the building inspector. Such permit may be granted for a period not to exceed three days or until the emergency ends, whichever is less. The permit may be renewed for periods of three days while the emergency continues*." (Urban Crossroads, Inc., 2024d, p. 16)

Project construction noise level standards are typically described as exterior noise level limits to assess the potential impacts. Therefore, to describe the Project construction noise levels at off-site sensitive receiver locations, an exterior construction-related noise level threshold of 75 dBA L_{eq} is used. This exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA L_{eq} interior noise level limit and the Noise Reduction (NR) of approximately 20 dBA for typical buildings with "windows closed" Therefore, an unmitigated exterior noise level standard of 75 dBA L_{eq} when measured at the building façade is used to assess the construction noise levels for the nearest noise sensitive residential uses. (Urban Crossroads, Inc., 2024d, p. 16)

In summary, noise impacts would be considered significant, if as a direct result of the proposed Project, any of the significance criteria summarized in Table 5-7, *Significance Criteria Summary*, is exceeded.

Table 5-7 Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic[1]	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
	If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
	If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
	If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
Operational	Exterior Noise Level Standards[2]	55 dBA L_{eq}	45 dBA L_{eq}
	If ambient is < 50 dBA L_{eq}	≥ 7 dBA L_{eq} Project increase	
	If ambient is 50 - 55 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
	If ambient is 55 - 60 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
	If ambient is 60 - 65 dBA L_{eq}	≥ 2 dBA L_{eq} Project increase	
	If ambient is 65 - 75 dBA L_{eq}	≥ 1 dBA L_{eq} Project increase	
	If ambient is > 75 dBA L_{eq}	0 dBA L_{eq} Project increase	
Construction	Permitted between 7:00 a.m. to 6:00 p.m.[3]		
	Noise Level Threshold[4]	75 dBA L_{eq}	n/a
	Vibration Level Threshold[5]	78 VdB	n/a

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan DEIR.

[2] City of Beaumont General Plan Municipal Code, Section 9.02.050

[3] City of Beaumont General Plan Municipal Code, Section 9.02.110(F)

4 Acceptable exterior construction noise level threshold based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

[5] Federal Transit Administration, Transit Noise and Vibration Impact Assessment. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, Inc., 2024d, Table 4-1)

Noise Level Measurements

To assess the existing noise level environment, Urban Crossroads took 24-hour noise level measurements at two locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels. (Urban Crossroads, Inc., 2024d, pp. 19-20)

The noise measurements presented below focus on the equivalent or the hourly energy average sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same

total energy as a time varying signal over a given sample period. Table 5-8, *24-Hour Ambient Noise Level Measurements* identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Table 5-8 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. (Urban Crossroads, Inc., 2024d, p. 20)

Table 5-8 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	South of First Street near the existing residential home at 1576 Leland Street.	65.5	60.2
L2	South of First Street near the existing residential home at 1558 Leland Street.	63.1	57.7

[1] See Exhibit 5-A of the Noise Impact Analysis (*Technical Appendix G*) for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, Inc., 2024d, Table 5-1)

To assess the potential for long-term operational and short-term construction noise impacts, the two sensitive receiver locations described below as R1 and R2 were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. (Urban Crossroads, Inc., 2024d, p. 31)

Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Project's Noise Impact Analysis (*Technical Appendix G*) would experience lower noise levels than those presented, due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location. To describe the potential off-site Project noise levels, two receiver locations in the vicinity of the Project site were identified. The nearest noise sensitive residential receiver is located approximately 649 feet south of the Project site near the existing residence at 1576 Leland Street. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. (Urban Crossroads, Inc., 2024d, p. 31)

> R1: Location R1 represents the existing noise sensitive residence at 1576 Leland Street, approximately 649 feet south of the Project site. R1 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment. (Urban Crossroads, Inc., 2024d, p. 31)

R2: Location R2 represents the existing noise sensitive residence at 1558 Leland Street, approximately 663 feet south of the Project site. R2 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment. (Urban Crossroads, Inc., 2024d, p. 31)

Impact Analysis for Construction Phase

The proposed Project would only have the potential to cause a substantial temporary or periodic increase in ambient noise levels during its construction phase which would last approximately one month. Construction activities on the Project site, especially those activities involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. Noise generated by the Project construction equipment would include a combination of crawler tractors, excavators, graders, dozers, scrapers, forklifts, generator sets, welders, paving equipment and air compressors that when combined can reach high levels. (Urban Crossroads, Inc., 2024d, p. 39)

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were assessed by Urban Crossroads. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 5-9, *Typical Construction Equipment Noise Level Summary*, the highest construction noise levels are expected to range from 45.7 to 51.1 dBA L_{eq} at the nearest receiver locations. (Urban Crossroads, Inc., 2024d, p. 41)

Table 5-9 Typical Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	49.1	51.1	44.1	42.1	39.1	51.1
R2	43.7	45.7	38.7	36.7	33.7	45.7

[1] Construction noise source and receiver locations are shown on Exhibit 10-A of the Noise Impact Analysis (*Technical Appendix G*).

[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of the Noise Impact Analysis (*Technical Appendix G*).

(Urban Crossroads, Inc., 2024d, Table 10-2)

To evaluate whether the proposed Project would generate potentially significant short-term noise levels at nearby receiver locations, a construction-related noise level threshold of 75 dBA L_{eq} is used as an acceptable threshold to assess construction noise level impacts. This exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA L_{eq} interior noise level limit and the Noise Reduction (NR) of approximately 20 dBA for typical buildings with "windows closed". As shown on

Table 5-10, *Typical Construction Noise Level Compliance*, the construction noise analysis shows that the impacts on nearby receiver locations would fall below the 75 dBA L_{eq} significance threshold during Project construction activities. Therefore, the noise impacts due to Project construction noise would be considered less than significant at all receiver locations. (Urban Crossroads, Inc., 2024d, p. 42)

Table 5-10 Typical Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	51.1	75	No
R2	45.7	75	No

[1] Noise receiver locations are shown on Exhibit 10-A of the Noise Impact Analysis (*Technical Appendix G*).
[2] Highest construction noise level operating at the Project site boundary to nearby receiver locations (Table 10-2 of the of the Noise Impact Analysis (*Technical Appendix G*).
[3] Acceptable exterior construction noise level thresholds based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, Inc., 2024d, Table 10-3)

Impact Analysis for Operational Noise

Analyzed are the potential stationary-source (i.e., on-site) operational noise impacts at the nearest receiver locations, resulting from the operation of the proposed Project. The operational noise analysis is intended to describe noise level impacts associated with the expected typical daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, the analysis assumes the Project would be operational 24 hours per day, seven days per week. The on-site Project-related noise sources are expected to include: roof-top air conditioning units, truck movements and gas station activity. (Urban Crossroads, Inc., 2024d, p. 33)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Beaumont exterior noise level standards at the nearest noise-sensitive receiver locations. Based on the CadnaA noise prediction model results that account for the noise attenuation due to distance from the noise source activities, Table 5-11, *Operational Noise Level Compliance,* shows the operational noise levels associated with the proposed Project would satisfy the City of Beaumont 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime exterior noise level standards at the nearest receiver locations. Therefore, the operational noise impacts would be considered less than significant at the nearest noise-sensitive receiver locations. (Urban Crossroads, Inc., 2024d, p. 36)

Table 5-11 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA L_{eq})[2]	Noise Level Standards (dBA L_{eq})[3]		Noise Level Standards Exceeded?[4]	
		Daytime	Nighttime	Daytime	Nighttime
R1	24.7	55	45	No	No
R2	23.8	55	45	No	No

[1] See Exhibit 8-A of the Noise Impact Analysis (*Technical Appendix G)* for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-2 of the Noise Impact Analysis (*Technical Appendix G)*.
[3] Exterior noise level standards for residential land use, as shown in Table 5-7 shown previously and on Table 4-1 of the Noise Impact Analysis (*Technical Appendix G)*
[4] Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, Inc., 2024d, Table 9-3)

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise level measurements for the nearest receiver locations potentially impacted by Project operational noise sources. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented in Table 5-12, *Daytime Project Operational Noise Level Increases (DBA LEQ) and* Table 5-13, *Nighttime Operational Noise Level Increases (DEB LEQ)* respectively. As indicated in Table 5-12 and Table 5-13, the proposed Project would not generate a measurable increase in the daytime and nighttime operational noise levels at the nearest receiver locations. (Urban Crossroads, Inc., 2024d, p. 37)

To describe the amount to which a given noise level increase is considered substantial (Threshold A), the *City of Beaumont General Plan EIR* outlines criteria to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions under CEQA Significance Noise Threshold A. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. Based on the significance criteria presented in Table 4-1, which is 1.0 at R1 and 2.0 at R2 during the daytime and 2.0 at R1 and 3.0 at R2 during the night, the Project-related operational noise level increases would satisfy the operational noise level increase criteria at the nearest sensitive receiver locations and the impact would be less than significant. (Urban Crossroads, Inc., 2024d, p. 37)

Table 5-12 Daytime Project Operational Noise Level Increases (DBA LEQ)

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	24.7	L1	65.5	65.5	0.0	1	No
R2	23.8	L2	63.1	63.1	0.0	2	No

[1] See Exhibit 8-A of the Noise Impact Analysis (*Technical Appendix G)* for the receiver locations.
[2] Total Project operational noise levels as shown on Table 9-3 of the Noise Impact Analysis (*Technical Appendix G)*.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of the Noise Impact Analysis (*Technical Appendix G)*.
[4] Observed daytime ambient noise levels as shown on Table 5-1 of the Noise Impact Analysis (*Technical Appendix G)*.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown in Table 5-7 shown previously and on Table 4-1 of the Noise Impact Analysis (*Technical Appendix G).*
(Urban Crossroads, Inc., 2024d, Table 9-4)

Table 5-13 Nighttime Operational Noise Level Increases (DEB LEQ)

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	24.7	L1	60.2	60.2	0.0	2	No
R2	23.8	L2	57.7	57.7	0.0	3	No

[1] See Exhibit 8-A of the Noise Impact Analysis (*Technical Appendix G)* for the receiver locations.
[2] Total Project operational noise levels as shown on Table 9-3 of the Noise Impact Analysis (*Technical Appendix G)*.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of the Noise Impact Analysis (*Technical Appendix G)*.
[4] Observed daytime ambient noise levels as shown on Table 5-1 of the Noise Impact Analysis (*Technical Appendix G)*.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown in Table 5-7 shown previously and on Table 4-1 of the Noise Impact Analysis (*Technical Appendix G).*
(Urban Crossroads, Inc., 2024d, Table 9-5)

Impact Analysis for Traffic-Related Noise

The off-site traffic noise impacts are evaluated based on traffic noise level increases resulting from the Project. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. To describe the amount to which a given noise level increase is considered substantial (Threshold A), *the City of Beaumont General Plan EIR* outlines criteria to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions. (Urban Crossroads, Inc., 2024d, p. 27)

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project was prepared by Urban Crossroads, Inc. to fully analyze all the existing traffic scenarios identified in the Project's Traffic Impact Analysis (*Technical Appendix I*). Table 5-14, *Existing with Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level impacts would range from 0.0 to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5-7, which is either 1.0 dBA or 2.0 dBA along all roadway segments, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to Project-related traffic. (Urban Crossroads, Inc., 2024d, p. 29)

Table 5-14 Existing with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit (dBA CNEL)	Exceeded?
1	Commerce Way	s/o 2nd St.	Non-Sensitive	69.5	69.7	0.2	1	No
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	71.0	71.0	0.0	1	No
3	Highland Springs Av.	s/o 2nd St.	Non-Sensitive	66.2	66.3	0.1	1	No
4	2nd St.	w/o Commerce Way	Non-Sensitive	64.8	64.8	0.0	2	No
5	2nd St.	e/o Commerce Way	Non-Sensitive	69.4	69.5	0.1	1	No
6	2nd St.	w/o Highland Springs Av.	Non-Sensitive	70.4	70.5	0.1	1	No

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5-7)?

(Urban Crossroads, Inc., 2024d, Table 7-5)

Table 5-15, *Opening Year Cumulative (2024) with Project Traffic Noise Increases*, shows that the Project off-site traffic noise level impacts would range from 0.0 to 0.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5-7, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to the Project-related traffic. (Urban Crossroads, Inc., 2024d, p. 29)

Table 5-15 Opening Year Cumulative (2024) with Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit (dBA CNEL)	Exceeded?
1	Commerce Way	s/o 2nd St.	Non-Sensitive	69.8	69.9	0.1	1	No
2	Highland Springs Av.	n/o 2nd St.	Non-Sensitive	71.7	71.8	0.1	1	No
3	Highland Springs Av.	s/o 2nd St.	Non-Sensitive	67.5	67.6	0.1	1	No
4	2nd St.	w/o Commerce Way	Non-Sensitive	65.0	65.1	0.1	1	No
5	2nd St.	e/o Commerce Way	Non-Sensitive	69.7	69.8	0.1	1	No
6	2nd St.	w/o Highland Springs Av.	Non-Sensitive	70.7	70.8	0.1	1	No

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5-7)?
(Urban Crossroads, Inc., 2024d, Table 7-6)

b) Would the proposed Project cause generation of excessive ground-borne vibration or ground-borne noise levels?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

To analyze vibration impacts originating from the construction of the proposed Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Beaumont does not identify specific vibration level limits and instead relies on the Federal Transit Administration (FTA) methodology. The FTA Transit Noise and Vibration Impact Assessment methodology provides guidelines for the maximum-acceptable vibration criteria for different types of land uses. Consistent with the thresholds of significance outlined in the City of Beaumont General Plan EIR, these guidelines allow 90 vibration decibels (VdB) for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. (Urban Crossroads, Inc., 2024d, p. 16)

Construction activities on the Project site would utilize heavy equipment that has the potential to generate low levels of intermittent, localized ground-borne vibration. Refer to *Technical Appendix G* for a detailed description of the methodology used to calculate construction vibration levels.

Consistent with the thresholds of significance outlined in the *City of Beaumont General Plan EIR*, these guidelines allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. (Urban Crossroads, Inc., 2024d, p. 16)

Table 5-16, *Typical Construction Equipment Vibration Levels*, presents the expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 649 feet to 663 feet from typical Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 44.3 to 44.6 VdB and would remain below the *FTA Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. The proposed operation of the Project would not include any uses or equipment that would result in detectable increases in vibration levels beyond those which occur in connection with the existing retail uses at the site; therefore, operational vibration impacts were not assessed further. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. (Urban Crossroads, Inc., 2024d, p. 43)

Table 5-16 Typical Construction Equipment Vibration Levels

Receiver Location[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold VdB[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	649'	15.6	36.6	43.6	44.6	44.6	78	No
R2	663'	15.3	36.3	43.3	44.3	44.3	78	No

[1] Noise receiver locations are shown on Exhibit 10-A of the Noise Impact Analysis (*Technical Appendix G)*.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 10-4 of the Noise Impact Analysis (*Technical Appendix G*).
[3] FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria.
[4] Does the vibration level exceed the maximum acceptable vibration threshold?
(Urban Crossroads, Inc., 2024d, Table 10-5)

b) 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?

Level of Significance: No Impact
Mitigation: No Mitigation Required.

The Project site is not located within 2.0 miles of an airport or airstrip. The closest major airport is the Banning Municipal Airport located approximately 5.0 miles east of the Project site. Because the Project site is not within 2.0 miles of a public airport or public use airport, no impact would occur as a result of development of the proposed Project. (Urban Crossroads, Inc., 2024d, pp. 17-18)

5.1.14 Population and Housing

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial 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?	☐	☐	☐	☒

a) Would the Project induce substantial 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)?

Level of Significance: No impact.
Mitigation: No Mitigation Required.

Housing is not a component of the Project. The kiosk would generally be occupied by one cashier per shift. which would not substantially contribute to population growth. The 1.29-acre site is being redeveloped and the adjacent properties are fully built out with infrastructure and roadways; therefore, implementation of the proposed Project would not induce substantial population growth in an area, either directly or indirectly. No impact would occur.

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

Level of Significance: No impact.
Mitigation: No Mitigation Required.

Under existing conditions, the Project site is fully developed with an asphalt-paved parking lot for the existing Walmart Supercenter #5156 and does not include housing. In addition, the surrounding properties are built out with mostly commercial and retail uses. Therefore, implementation of the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

5.1.15 Public Services

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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** services?	☐	☐	☐	☒
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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** services?	☐	☐	☐	☒
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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**?	☐	☐	☐	☒
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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**?	☐	☐	☐	☒
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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**?				

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 services?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the Project site is fully developed with an asphalt-paved parking lot for the existing Walmart Supercenter #5156. Under existing conditions, Riverside County Fire Department Stations No. 20 and No. 66 are the closest fire stations to the Project site. These two fire stations serve the existing uses and would also cover the proposed Project. To ensure adequate on-site fire protection services, and as with all development, the proposed Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression features, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. No additional physical facilities would need to be constructed to service the proposed Project. Therefore, no impact would occur.

b) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 services?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Under existing conditions, the Project site is fully developed with an asphalt-paved parking lot for the existing Walmart Supercenter #5156. The proposed Project would include crime prevention features in its design, such as adequate lighting, visibility of doors and windows from streets, and well-lit kiosk and canopy area. The site, as it is developed as a parking lot, is already serviced by the Beaumont Police

Department, and would continue to be serviced by the Police Department when it is redeveloped as a fueling station. No additional physical police protection facilities would need to be constructed to service the proposed Project. Therefore, no impact would occur.

c) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 school services?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Redevelopment of the 1.29-acre site with the construction and operation of a Walmart fuel station would not result in indirect population growth that would result in a direct demand for school services. No impact would occur as a result of implementation of the proposed Project.

Senate Bill 50 (SB 50), the Leroy F. Greene School Facilities Act of 1998, was enacted by the State Legislature in 1998, which amended existing state law governing school fees. In particular, SB 50 amended prior California Government Code (CGC) Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property...." (CA Legislative Info, n.d.)

The legislation also amended CGC Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial. Level 1 fees are subject to inflation adjustment every two years. In certain circumstances, school districts can impose fees that are higher than Level 1 fees. (CA Legislative Info, n.d.)

Although the Project would not create a direct demand for public school services, the Project site developer would be required to contribute development impact fees to the Beaumont Unified School District in compliance with the Leroy F. Greene School Facilities Act of 1998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits.

d) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Redevelopment of the 1.29-acre site with the construction and operation of a Walmart fuel station with kiosk and canopy would not result in indirect population growth that would result in a direct demand for parks. Therefore, no impact would occur.

e) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Redevelopment of the 1.29-acre site with the construction and operation of a Walmart fuel station with kiosk and canopy would not result in indirect population growth that would result in a direct demand for other public facilities. Therefore, no impact would occur.

5.1.16 Recreation

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

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

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

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

Redevelopment of the 1.29-acre site with the construction and operation of a Walmart fuel station with kiosk and canopy would not result in indirect population growth that would result in a direct demand for recreational facilities. The Project also does not entail the proposed construction of recreation facilities. No impact would occur as a result of implementation of the proposed Project.

5.1.17 Transportation

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

a) Would the Project conflict with a program, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

In accordance with Senate Bill (SB) 743, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. Nonetheless, a summary of discussion of level of service (LOS) performance for intersections in the Project's study area is presented below for informational purposes. (Urban Crossroads, Inc., 2023, p. 7)

As shown in Table 5-17, *Project Trip Generation Summary*, the proposed Project is anticipated to attract a total of 1,210 trip-ends per day on a typical weekday with 62 trips during the weekday AM peak hour and 98 trips during the weekday PM peak hour. (Urban Crossroads, Inc., 2023, p. 33)

Table 5-17 Project Trip Generation Summary

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Daily
Trip Generation Rates									
Gasoline/Service Station	944	VFP	5.14	5.14	10.28	7.02	7.01	14.03	172.01

Land Use[1]	Quantity	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Vehicular Trips									
Gasoline/Service Station	16	VFP	82	82	164	112	112	224	2,752
Pass-By (62% AM; 56% PM/Daily):			-51	-51	-102	-63	-63	-126	-1,542
Project Buildout Total:			**31**	**31**	**62**	**49**	**49**	**98**	**1,210**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017).
[2] VFP = Vehicle Fueling Position
(Urban Crossroads, Inc., 2023, Table 4-1)

Based on consultation with City of Beaumont staff, Urban Crossroads assessed 5 study area intersections Table 5-18. The "50 peak hour trip" criterion utilized by the City of Beaumont is consistent with the methodology employed by the Western Riverside Council of Governments) (WRCOG), and generally represents a minimum number of trips at which a typical intersection would have the potential to be substantively deficient by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of analysis (i.e., study area). There are no study area intersections identified as a Riverside County Congestion Management Facility (CMP) facility. (Urban Crossroads, Inc., 2023, p. 5)

Urban Crossroads assessed potential deficiencies to traffic and circulation for each of the following conditions:

- Existing (2021) Conditions
- Opening Year Cumulative (2024) Without Project Conditions

- Opening Year Cumulative (2024) With Project Conditions

Existing 2021 Conditions

As shown in Table 5-18, *Summary of Deficient Intersections by Analysis Scenario*, all study area intersections are anticipated to operate at an acceptable LOS during the peak hours under Existing (2021) traffic conditions. (Urban Crossroads, Inc., 2023, p. 7)

Opening Year Cumulative (2022) Conditions

As shown in Table 5-18, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under Opening Year Cumulative (2024) traffic conditions with the addition of Project traffic. (Urban Crossroads, Inc., 2023, pp. 7-8)

Table 5-18 Summary of Deficient Intersections by Analysis Scenario

#	Intersection	Existing AM	Existing PM	2024 Without Project AM	2024 Without Project PM	2024 With Project AM	2024 With Project PM
1	Commerce Wy. & 2nd St.	●	●	●	●	●	●
2	Driveway 1 & 2nd St.	●	●	●	●	●	●
3	Driveway 2 & 2nd St.	●	●	●	●	●	●
4	Paseo Beaumont & 2nd St.	●	●	●	●	●	●
5	Highland Springs Av. & 2nd St.	●	●	●	●	●	●

● = A - D ● = E ● = F

(Urban Crossroads, Inc., 2023, Table 1-2)

As shown in Table 5-18, the addition of Project traffic is not anticipated to result in or contribute to any operational deficiencies at the study area intersections under any of the future traffic conditions. The proposed Project is not anticipated to require the construction of any off-site intersection or roadway segment improvements except curb, gutter, sidewalk, and a bus turnout at the Project site frontage. (Urban Crossroads, Inc., 2023, p. 1)

Vehicular access would be provided via the following driveways (currently existing driveways):

- 2nd Street via Commerce Way – Full access
- 2nd Street via Driveway 1 – Right-in/Right-out access
- 2nd Street via Driveway 2 – Left-in/Right-in/Right-out access

Bicycle and Pedestrian Facilities

The City of Beaumont General Plan Bicycle and Pedestrian Priority Network identifies 2nd Street as a bicycle and pedestrian priority network. Existing Class II bicycle lanes are located along 2nd Street. As

shown on Figure 2-6, there are existing pedestrian facilities in the vicinity of the Project site that serve pedestrians. (Urban Crossroads, Inc., 2023, p. 27) The Project would not conflict with any policy or program regarding bicycle or pedestrian facilities.

Transit Service

As discussed in Section 2.0 and as shown in Figure 2-5,*Existing Transit Routes*, the study area is currently served by the Beaumont Transit with bus services along Highland Springs Avenue and 2nd Street via Route 3, Route 4, and Community Link 120/125. The study area is also served by Pass Transit with bus service along Highland Springs Avenue and 2nd Street via Route 1, Route 5, and Route 6. The Project includes the construction of a bus turnout at the Project site frontage as shown on Figure 3-2, *Site Plan.* (Urban Crossroads, Inc., 2023, p. 27) The Project would not conflict with any policy or program regarding bicycle or pedestrian facilities.

Based on the foregoing analysis, the Project's potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, would be less than significant.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

The City of Beaumont adopted the SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis (City Guidelines). Therefore, Urban Crossroads utilized the City Guidelines to prepare the VMT screening evaluation for the proposed Project. (Urban Crossroads, Inc., 2021, pp. 1-2)

Project Screening

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. The City of Beaumont utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool) to evaluate the following Project Screening Thresholds:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

As noted in the City Guidelines, a land use project need only meet one of the above screening thresholds to result in a less than significant impact. Out of the three VMT screening thresholds noted above, the Project Type Screening threshold is applicable to the proposed Project. The City Guidelines state that *"local-serving retail less than 50,000 square feet may be presumed to have a less than significant impact*

absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel." The proposed Project involves the development of an 8 stack fuel dispenser (16 pump) Gasoline/Service Station with a 440 SF kiosk, which is less than 50,000 SF threshold. The Project would therefore shorten trips for the nearby community that would otherwise have to travel to seek the Project's provided services. Therefore, the Project Type screening criteria is met. (Urban Crossroads, Inc., 2021, p. 3)

Based on Urban Crossroads' review of applicable VMT screening thresholds, because the proposed Project meets the Project Type screening threshold, the proposed Project would result in a less than significant VMT impact. Accordingly, the Project's potential to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), would be less than significant. (Urban Crossroads, Inc., 2021, p. 3)

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)

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Hazards Due to Incompatible Use

The existing parking lot on the Project site would be redeveloped with the construction and operation of a Walmart fuel station with kiosk and canopy with three underground gasoline and/or diesel storage tanks. The Project site is zoned Beaumont Retail Partners Specific Plan (SPA) with a General Plan land use designation of General Commercial (GC). (City of Beaumont, 2020b).

The Project site is surrounded by the Beaumont Retail Partners Specific Plan and roadways; therefore, because the site would be developed consistent with abutting compatible land use designations, the proposed Project would not increase hazards due to an incompatible use.

The proposed Project would construct the following improvements as design features in conjunction with development of the site.

- The proposed Project would maintain existing traffic control and lane geometrics at the intersection of 2nd Street at Commerce Way, 2nd Street at Driveway 1, and 2nd Street at Driveway 2.

- According to the City of Beaumont Circulation Element, 2nd Street is currently built out to its ultimate full roadway cross-section. As such, there are no roadway improvement recommendations. However, curb, gutter, and sidewalk improvements would occur, as needed for site access along the Project's frontage, consistent with the City's standards.

- The existing bus turnout can accommodate average and 95th percentile queues. With the proposed secondary bus turnout, the maximum queue could be accommodated within the two bus turnouts. More detailed analysis of the proposed, secondary bus turnout is provided below.

On-site traffic signing and striping would be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site and sight distance at each Project access point would be reviewed with respect to standard Caltrans and City of Beaumont sight distance standards at the time of preparation of final grading, landscape and street improvement plans. (Urban Crossroads, Inc., 2023, p. 8)

Site Access Queuing Analysis

Urban Crossroads conducted a queuing analysis along the site adjacent roadway of 2nd Street at the Project driveways for Opening Year Cumulative (2022) With Project traffic conditions to determine the turn pocket storage length recommendations necessary to accommodate near-term 95th percentile queues. Based on the queuing analysis, Urban Crossroads determined that the existing storage length is sufficient to support the 95th percentile queues along the site adjacent roadway of 2nd Street at the Project driveways. The Opening Year Cumulative (2022) With Project queuing results are provided in Appendix 1.2 of *Technical Appendix I*. (Urban Crossroads, Inc., 2023, p. 8)

Bus Stop Queuing Analysis

To evaluate the bus queuing, Urban Crossroads, Inc. utilized queuing data at the existing bus turnout located west of the Project frontage. Table 5-19, *Reference Drive-Thru Queueing Data Summary*, presents the existing bus queuing data and data worksheets are provided in Appendix 1.3 of *Technical Appendix I*. For the purposes of this assessment, the 95th percentile queue was utilized, which is typical when determining storage capacity needs. (Urban Crossroads, Inc., 2023, p. 8)

Table 5-19 shows that the observed 95th percentile bus queue lengths ranged between 2 and 3 buses within the bus turnout, with zero (0) buses in the street. The average bus queue was approximately 1 bus, and 0 buses in the street. The existing bus turnout can accommodate both the average and 95th percentile queues. However, it was observed that the maximum buses queued in the bus turnout was 3 buses and the maximum buses queued in the street was 1 bus within the timeframe observed. With the proposed second bus turnout along the Project frontage, the existing maximum queue observed will be accommodated between the two bus turnouts. (Urban Crossroads, Inc., 2023, p. 10)

Table 5-19 Reference Drive-Thru Queueing Data Summary

Location[1]	Average Weekday Queue[2]		95th Percentile Queue[2]	
	In Bus Turnout	In Street	In Bus Turnout	In Street
Wednesday August 11th, 2021	1	0	2	0
Thursday August 12th, 2021	1	0	3	0
Saturday August 14th, 2021	1	0	2	0

[1] Based on counts collected in August 2021. The data was collected from 6:00 AM to 10:00 AM, 11:00 AM to 1:00 PM, and 2:00 PM to 6:00 PM.

[2] Average queue and 95th percentile queue has been calculated based on the total hours of the provided data for each site.

(Urban Crossroads, Inc., 2023, Table 1-3)

Corner Sight Distance

At unsignalized intersections, intersection sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. For the purposes of this analysis, Urban Crossroads used a corner sight distance analysis consistent with Riverside County Standard No. 821. The intersection of Driveway 1 at 2nd Street may experience limited visibility due to stopped buses at the adjacent bus stop. Figure 5-1, *Corner Sight Distance*, shows the sight distance requirements for the intersection of Driveway 1 at 2nd Street. A vehicle on Driveway 1 turning on to 2nd Street needs to be able to see a vehicle approaching 385 feet in each direction. As shown on Figure 5-1, the required 385 feet of sight distance is available as long as the sight line is clear. The line of sight determines the limits and locations of the limited use area as shown in Figure 5-1. The limited use area must be kept clear of tall landscaping, trees or large obstructions. Plants and shrubs within the limited use area must be maintained to a maximum height of 12 inches (See Figure 3-9). The stopping sight distance was also reviewed for a 35 MPH speed and was determined to be 250 feet in length. Since the corner sight distance was 385 feet, this was used for the sight distance analysis. (Urban Crossroads, Inc., 2023, p. 10)

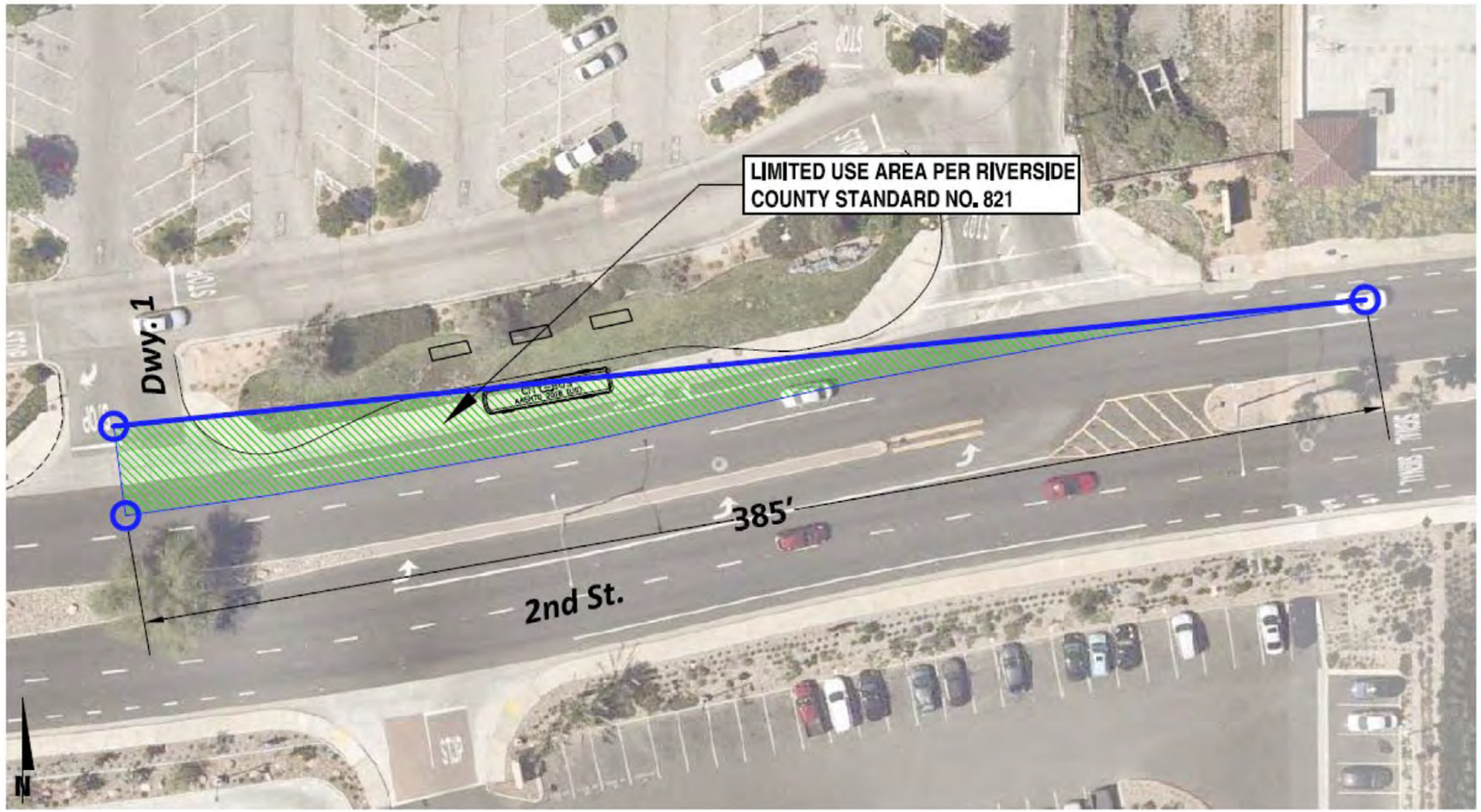
Based on the foregoing analysis, the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Because the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses; impacts would be less than significant.

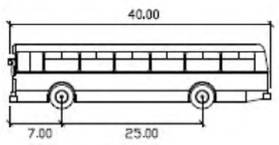
d) Would the Project result in inadequate emergency access?

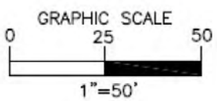
Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

During the course of the City's review of the proposed Project, the City evaluated the Project's design, including but not limited to, the layout of the Project's proposed kiosk and canopy, driveways, and parking areas, to ensure that the Project would provide adequate emergency access and access to nearby uses at Project buildout. During construction, on-site circulation and driveways are adequate to provide

emergency access to the Walmart property. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Because the proposed Project would provide adequate emergency access to the satisfaction of the City; impacts would be less than significant.







Source(s): Urban Crossroads (08-23-2021)

Figure 5-3

Not to Scale

Corner Sight Distance

5.1.18 Tribal Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b) Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Senate Bill 18 (SB18) and Assembly Bill 52 (AB52), notices regarding the Project were mailed to all requesting tribes on March 29, 2022.

Under existing conditions, the 1.29-acre Project site is developed with an asphalt parking lot associated with the existing Walmart Supercenter #5156 and the site and its surroundings are fully built out. No tribal cultural resources are present on the Project site. The Project site was disturbed by past grading and paving activities, which would have removed any surface or near-surface resources that may have existed on the Project site. However, because redevelopment of the site as a fueling station would entail ground disturbance at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface tribal cultural resources to be discovered during construction. If resources are discovered that meet the definition of a tribal cultural resource pursuant to Public Resources Code Section 21074, impacts would be significant if the resource is not appropriately treated. Thus, mitigation is required to reduce potential impacts to below a level of significance. Implementation of CR MM-1 and CR MM-2 would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with Project development. With implementation of the required mitigation, the Project's potential impact to significant tribal cultural resources would be reduced to less than significant.

Mitigation:

CR MM-1 and CR MM-2 shall apply.

5.1.19 Utilities and Service Systems

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
relocation would cause significant environmental effects?				
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Under existing conditions, water is provided to the site by the Beaumont Cherry Valley Water District. Water demand for the proposed Project would consist of interior plumbing devices consisting of one public restroom with lavatory and sink, as well as outdoor landscaping irrigation. The Project's water, sewer, and storm drain lines would be connected to existing lines. Potential impacts associated with the installation of on-site and off-site utility improvements are evaluated throughout this MND and construction-related effects are reduced to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole. Therefore, implementation of the proposed Project would result in less than significant impacts.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Water demand for the proposed Project would consist of interior plumbing devices consisting of one public restroom with lavatory and sink, as well as outdoor landscaping irrigation.

The Project site is located within the service area of the Beaumont-Cherry Valley Water District (BCVWD). BCVWD has a single service area which includes the City of Beaumont and the unincorporated community of Cherry Valley in Riverside County and a portion of San Bernardino County (BCVWD, 2017, p. 2-2). The BCVWD *2015 Urban Water Management Plan (UWMP)* dated January 2017 (the current *2020 UWMP* dated July 2021 is in draft form), provides an updated and detailed account of current and projected BCVWD water supplies and demands under a variety of climatic conditions, and demonstrates that the BCVWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The BCVWD service area built-out or "saturation" population was determined using the City of Beaumont's Zoning Map from the City's General Plan and the District's GIS. The BCVWD believes the total estimated build-out population within the BCVWDs sphere of influence (SOI) would not be reached until well beyond 2050 or 2060, if ever (BCVWD, 2017, p. 3-18). Thus, the Project is fully within the assumptions made by the UWMP, which concluded that BCVWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions. The Project would be within the demand projections of the BCVWD's UWMP, which demonstrates the BCVWD's ability to provide water service within its district during various climactic conditions; thus, the BCVWD would have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant.

The Project's water demand from the approximately 440-foot kiosk would be approximately 40 gallons per day. The Beaumont Cherry Valley Water District would have sufficient water supplies available to serve the proposed Project and reasonably foreseeable development during normal, dry, and multiple dry years as documented in their Urban Water Management Plan. Thus, impacts would be less than significant.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

As disclosed in the State of California Regional Water Quality Control Board Santa Ana Region Staff Report dated September 11, 2020, the City of Beaumont owns and operates the Beaumont WWTP. The WWTP receives and treats domestic and commercial/industrial wastewater generated within the City of Beaumont and the Highland Springs area (portions of the unincorporated area of Cherry Valley). The Facility was originally designed and permitted to discharge up to 4.0 million gallons per day (MGD) of tertiary treated wastewater. The Facility now has the capacity to treat up to 6 MGD. Wastewater discharges from the Facility are currently regulated under Order No. R8- 2015-0026, NPDES Number CA105376 (Permit). (RWQCB, 2020)

Wastewater generation from the proposed Project would be limited to effluent from interior plumbing devices consisting of one public restroom with lavatory and sink. Wastewater would flow into the onsite conveyance system which is ultimately treated by the Beaumont Wastewater Treatment Plant (WWTP). Based on comparable data from another fuel station project of the same size (utilizing a wastewater generation rate of 0.1 gallons per day per square foot for service station uses), the Project's estimated wastewater generation is approximately 40 gallons per day (City of Industry, 2021). The Project's contribution of wastewater requiring treatment would be de minimus compared to the overall capacity of the treatment plant. Thus, impacts would be less than significant.

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?

e) Does the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with AB 939, which requires a minimum of 50 percent of all construction waste and debris to be recycled. Additionally, the Project would be required to comply with mandatory waste reduction requirements. Based on the CalRecycle Commercial Sector Generation rates chart, the Project would generate approximately 54.92 pounds of solid waste per day (CalRecycle, 2023) Because the proposed Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's short-term construction and long-term operational activities would be less than significant.

5.1.20 Wildfire

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

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

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

c) Would the proposed 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?

d) Would the proposed 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?

Level of Significance: No Impact.
Mitigation: No Mitigation Required.

The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no impact would occur.

5.1.21 Mandatory Findings of Significance

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XX. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☐	☒	☐

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, 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?

Level of Significance: Less than Significant with Mitigation.
Mitigation: Mitigation Required.

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. As disclosed throughout this Initial Study, the proposed Project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Potential impacts associated with the remote potential for the discovery of archaeological resources would be mitigated to below significant by CR MM-1 and CR MM-2.

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)?

Level of Significance: Less than Significant with Mitigation.
Mitigation: Mitigation Required.

As disclosed throughout this Initial Study, implementation of the proposed Project would not result in effects to the environment that are individually limited, but cumulatively considerable other than potential impacts to archaeological, paleontological, and tribal cultural resources in the event that any such resources are discovered during ground-disturbing construction activities. Potential impacts associated with the remote potential for the discover of such resources would be mitigated to below significant by CR MM-1, CR MM-2, GEO MM-1, GEO MM-2, GEO MM-3, and GEO MM-4.

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

Level of Significance: Less than Significant.
Mitigation: No Mitigation Required.

As disclosed throughout this Initial Study, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause significant substantial adverse effects on human beings, either directly or indirectly.

5.2 EARLIER ANALYSES

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 as per California Code of Regulations, § 15063(c)(3)(D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

- Beaumont Retail Partners Specific Plan Project Draft Environmental Impact Report. SCH No. 2002121010. March 2003.

- Specific Plan No. 02-01. The Beaumont Retail Partners Specific Plan. October 2002. Amended July 2012.

Location: City of Beaumont
Planning Department
550 E. 6th Street
Beaumont, CA 92223

6.0 References

The following documents were referred to as information sources during the preparation of this document.

Cited As:	**Source:**
(Applied Planning, Inc., 2003)	Applied Planning, 2003. *Beaumont Retail Partners Specific Plan Project Draft Environmental Impact Report*. State Clearinghouse No. 2002121010. March 2003.
(BFSA, 2023)	BFSA Environmental Services, 2023. *A Phase I Cultural Resources Assessment for the Walmart Supercenter #5156 Fuel Station Project*. March 2, 2023.
(BCVWD, 2017)	Beaumont Cherry Valley Water District, 2017. *2015 Urban Water Management Plan*. January 2017. Accessed June 2, 2022. Available online at: https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf
(CA Legislative Info, n.d.)	Senate Bill 50, Chapter 407. Accessed June 2, 2022. Available online at: http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.pdf
(CalRecycle, 2023)	CalRecycle, 2023. *Estimated Solid Waste Generation Rates: Commercial Sector Generation Rates*. Accessed March 10, 2023. Available online at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.
(CEI Engineering, n.d.)	CEI Engineering Associates, Inc., n.d. "Operational Statement -Walmart 5156-Beaumont, CA" No date.
(CEI Engineering, 2021)	CEI Engineering Associates, Inc., 2021. Project Specific Water Quality Management Plan. April 30, 2021.
(City of Beaumont, 2002; Amended 2012)	City of Beaumont, 2012. *Specific Plan No. 02-01. The Beaumont Retail Partners Specific Plan*. October 2002. Amended July 2012.
(City of Beaumont, 2012)	City of Beaumont, 2012. *Staff Report*. October 2, 2012. Available as part of the Project's Administrative Record at City of Beaumont Planning Department 550 E. 6th Street, Beaumont, CA 92223.

Cited As:	**Source:**
(City of Beaumont, 2022a)	City of Beaumont, 2020a. Draft Environmental Impact Report. Beaumont General Plan SCH No. 2018031022. September 8, 2020. Available online at: https://www.beaumontca.gov/121/General-Plan
(City of Beaumont, 2020b)	City of Beaumont, 2020b. "Preliminary Comments". December 8, 2020. Available as part of the Project's Administrative Record at City of Beaumont Planning Department 550 E. 6th Street, Beaumont, CA 92223.
City of Industry, 2021	City of Industry, 2021. *Initial Study and Mitigated Negative Declaration, Gasoline Service Station, 17150 Gale Avenue, City of Industry, CA 91744*, prepared by CASC Engineering and Consulting, Inc. dated March 18, 2021.
(RWQCB, 2020)	State of California, California Regional Water Quality Control Board Santa Ana Region. "Staff Report, September 11, 2020". Accessed June 3, 2022. Available online at: https://www.waterboards.ca.gov/santaana/board_info/agendas/2020/9-11-2020/Item_9.pdf
(Urban Crossroads, Inc., 2023)	Urban Crossroads, Inc. 2023. *Walmart Kiosk with Fuel Station Traffic Analysis*. November 22, 2023.
(Urban Crossroads, Inc., 2021)	Urban Crossroads, Inc. 2021. *Walmart Kiosk with Fuel Station Vehicle Miles Travelled (VMT) Analysis*. August 23, 2021.
(Urban Crossroads, Inc., 2024a)	Urban Crossroads, Inc. 2024a. *Walmart Kiosk with Fuel Station Air Quality Impact Analysis*. January 15, 2024.
(Urban Crossroads, Inc., 2024b)	Urban Crossroads, Inc. 2024b. *Walmart Kiosk with Fuel Station Energy Analysis*. January 15, 2024.
(Urban Crosssroads, Inc., 2024c)	Urban Crossroads, Inc. 2024c. *Walmart Kiosk with Fuel Station Greenhouse Gas Analysis*. January 15, 2024.

Cited As:	**Source:**
(Urban Crossroads, Inc., 2024d)	Urban Crossroads, Inc. 2021e. *Walmart Kiosk with Fuel Station Noise Impact Analysis*. January 3, 2024.

7.0 Mitigation Monitoring and Reporting Program

POTENTIAL ENVIRONMENTAL IMPACT	SIGNIFICANCE DETERMINATION	MITIGATION MEASURE	RESPONSIBLE/ MONITORING PARTIES	IMPLEMENTATION STAGE
5.1.5 Cultural Resources				
Threshold (b): Because redevelopment of the site as a fueling station would entail ground disturbance at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface archaeological resources to be discovered during construction. If resources are discovered that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines § 15064.5, impacts would be significant if the resource is not appropriately treated.	Less than Significant with Mitigation Incorporated	**CR MM-1:** Prior to construction and as needed throughout the construction period involving ground-disturbing construction activities, a construction worker cultural awareness training program shall be provided to all new construction workers involved in ground-disturbing activities within two weeks of employment at the Project site. The training shall be prepared and conducted by a qualified cultural resources specialist. Workers attending the training shall sign a form that shall be kept by the construction contractor or Project Applicant and made available to the City of Beaumont upon request. **CR MM-2:** If suspected cultural resources are encountered during ground disturbance activities, all work within 100 feet of the find shall immediately cease and the area cordoned off until a qualified cultural resource specialist that meets the Secretary of the Interior's Professional Qualification Standards can evaluate the find and make recommendations. The requirement to cease activities within 100 feet shall be specified in the construction contract and noted on grading plans prior to the issuance of a grading permit. If the cultural resource specialist determines that the discovery represents a significant cultural resource as defined by CEQA Guidelines § 15064.5, mitigation will be required in the form of consultation, identification of	Project Construction Contractor; Cultural Resource Specialist; City of Beaumont; Project Applicant; Native American Tribes with interest in the site	Prior to construction and as needed throughout the construction period involving construction activities.

POTENTIAL ENVIRONMENTAL IMPACT	SIGNIFICANCE DETERMINATION	MITIGATION MEASURE	RESPONSIBLE/ MONITORING PARTIES	IMPLEMENTATION STAGE
		treatment measures to reduce impacts to below a level of significance, implementation of the treatment measures, and documentation. If cultural resources are discovered that may have relevance to Native Americans, the specialist or Project Applicant must provide written notice to the City of Beaumont, the Morongo Band of Mission Indians and the Agua Caliente Band of Mission Indians that have requested consultation on the Project, and any other appropriate individuals, agencies, and/or groups as determined by the specialist in consultation with the City of Beaumont to receive input regarding treatment and disposition of the resource, which may include avoidance, testing, and/or excavation to prevent destruction of the resource and/or to allow documentation of the resource for research potential. All reports, correspondence, and determinations regarding the discovery and the treatment measures that were implemented shall be submitted to the Eastern Information Center (EIC) at California at Riverside (UCR).		
5.1.7 Geology and Soils				
Threshold (f): Because the Project site has been largely disturbed by past grading activities, any possible paleontological resources that may have existed on the property would have been removed or destroyed as part of past ground-disturbing activities on site. However, because redevelopment of the site as a fueling station would entail ground disturbance	Less than Significant with Mitigation Incorporated	**GEO MM-1**: Prior to construction and as needed throughout the construction period involving ground-disturbing construction activities, a construction worker paleontological resource awareness training program shall be provided to all new construction workers within two weeks of employment at the project site, if their work will involve ground-disturbing construction activities in bedrock or native soils. The training shall be prepared and conducted by a qualified professional paleontologist. Workers attending the training shall sign a form that shall	Project Contractor; Qualified Professional Paleontologist	Prior to construction and as needed throughout the construction period involving construction activities.

POTENTIAL ENVIRONMENTAL IMPACT	SIGNIFICANCE DETERMINATION	MITIGATION MEASURE	RESPONSIBLE/ MONITORING PARTIES	IMPLEMENTATION STAGE
at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface paleontological resources to be discovered during construction. If unique paleontological resources are discovered, impacts would be significant if the resource is not appropriately treated.		be kept by the construction contractor or Project Applicant and made available to the City of Beaumont upon request. **GEO MM-2:** If paleontological resources are encountered, all work in the immediate vicinity of the find shall halt until a qualified paleontologist can be called to the site to evaluate the find and make recommendations. The requirement to halt activities in the vicinity of the find shall be specified in the construction contract and noted on grading plans prior to the issuance of a grading permit. Paleontological resource materials may include fossils, plant impressions, or animal tracks that have been preserved in rock. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts to less than significant levels. Construction in rock and native soils shall not resume until the appropriate mitigation measures are implemented or the materials are determined to be to be less than significant by the paleontologist. **GEO MM-3:** Recovered specimens, if any, shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storages shall be required for		

POTENTIAL ENVIRONMENTAL IMPACT	SIGNIFICANCE DETERMINATION	MITIGATION MEASURE	RESPONSIBLE/ MONITORING PARTIES	IMPLEMENTATION STAGE
		discoveries of significance as determined by the paleontologist. **GEO MM-4:** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Beaumont prior to final building inspection.		
5.1. 8 Tribal Cultural Resources				
Threshold (a) and (b): Because redevelopment of the site as a fueling station would entail ground disturbance at a greater depth than was required to build the parking lot, particularly the depth of excavation required to install the underground fuel storage tanks, there is a remote potential for subsurface tribal cultural resources to be discovered during construction.	Less than Significant with Mitigation Incorporated	CR MM-1 and CR MM-2 shall apply.	Project Construction Contractor; Cultural Resource Specialist; City of Beaumont; Project Applicant; Native American Tribes with interest in the site	Prior to construction and as needed throughout the construction period involving construction activities.