



# Oak Valley Parkway and Interstate 10 Commercial Development Project

Draft Initial Study – Mitigated Negative Declaration

*prepared for*

**City of Beaumont**  
Planning Department  
550 East Sixth Street  
Beaumont, California 92223

*prepared by*

**Rincon Consultants, Inc.**  
250 East 1<sup>st</sup> Street, Suite 301  
Los Angeles, California 90012

**June 2020**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)



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# Table of Contents

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Initial Study .....	1
1. Project Title .....	1
2. Lead Agency Name and Address .....	1
3. Contact Person and Phone Number .....	1
4. Project Location .....	1
5. Project Sponsor’s Name and Address .....	1
6. General Plan Designation .....	1
7. Zoning .....	4
8. Description of Project .....	4
9. Surrounding Land Uses and Setting .....	4
10. Other Public Agencies Whose Approval is Required. ....	4
Environmental Factors Potentially Affected .....	9
Determination .....	9
Environmental Checklist .....	11
1 Aesthetics .....	11
2 Agriculture and Forestry Resources .....	15
3 Air Quality .....	17
4 Biological Resources .....	27
5 Cultural Resources .....	35
6 Energy .....	37
7 Geology and Soils .....	41
8 Greenhouse Gas Emissions .....	45
9 Hazards and Hazardous Materials .....	51
10 Hydrology and Water Quality .....	55
11 Land Use and Planning .....	61
12 Mineral Resources .....	63
13 Noise .....	65
14 Population and Housing .....	77
15 Public Services .....	79
16 Recreation .....	83
17 Transportation .....	85
18 Tribal Cultural Resources .....	95
19 Utilities and Service Systems .....	99
20 Wildfire .....	103
21 Mandatory Findings of Significance .....	105
References .....	107
Bibliography .....	107

List of Preparers .....109

**Tables**

Table 1 Health Effects Associated with Criteria Pollutants .....17

Table 2 SCAQMD Air Quality Significance Thresholds .....19

Table 3 SCAQMD LSTs for Construction (SRA 29) .....20

Table 4 Ambient Air Quality Data .....21

Table 5 Estimated Maximum Unmitigated Construction Emissions .....23

Table 6 Operational Emissions .....23

Table 7 Special-status Species and Potential to Occur .....30

Table 8 Estimated Fuel Consumption during Construction .....38

Table 9 Estimated Project Annual Transportation Energy Consumption .....39

Table 10 Consistency with Applicable Policies from Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions.....47

Table 11 Combined Annual Emissions of Greenhouse Gases .....49

Table 12 Exterior Base Ambient Noise Levels.....67

Table 13 Interior Base Ambient Noise Levels .....67

Table 14 Maximum Exterior Residential Noise Levels.....67

Table 15 Maximum Interior Residential Noise Levels .....67

Table 16 Project Site Noise Monitoring Results .....68

Table 17 Construction Noise Levels by Phase.....70

Table 18 Noise from HVAC Equipment.....72

Table 19 Total Operational Noise .....73

Table 20 Interior Noise Levels at Nearest Residences.....73

Table 21 Existing Plus Project Transportation Noise Levels .....74

Table 22 Vibration Levels at Sensitive Receptors .....75

Table 23 Construction Phase Vehicle Trips.....86

Table 24 Estimated Project Traffic Trip Generation .....87

Table 25 Existing with and without Project Peak Hour Levels of Service .....89

Table 26 Cumulative Development Projects Trip Generation .....90

Table 27 Cumulative (2020) with and Without Project Peak Hour Levels of Service .....91

Table 28 Estimated Electric Power Demand.....101

Table 29 Estimated Natural Gas Demand.....101

**Figures**

Figure 1 Regional Location.....2  
 Figure 2 Project Location .....3  
 Figure 3 Project Site Plan .....5  
 Figure 4 Proposed Front and Right Elevations.....6  
 Figure 5 Proposed Left and Rear Elevations .....7  
 Figure 6 Proposed Gas Station South and West Elevations.....8  
 Figure 7 Sound Measurement Locations .....69

**Appendices**

Appendix A Air Quality and Greenhouse Gas Assessment and Energy Calculations  
 Appendix B Biological Habitat Assessment, Burrowing Owl Survey, and Multiple Species Habitat Conservation Plan Consistency Analysis  
 Appendix C Cultural Resource Survey  
 Appendix D Geotechnical Engineering Investigation  
 Appendix E Phase I Environmental Site Assessment  
 Appendix F Noise Study  
 Appendix G Traffic Impact Analysis  
 Appendix H Tribal Consultation Summary

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# Initial Study

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## 1. Project Title

Oak Valley Parkway and Interstate 10 Commercial Development Project

## 2. Lead Agency Name and Address

City of Beaumont  
Planning Department  
550 E. 6<sup>th</sup> Street  
Beaumont, California 92223

## 3. Contact Person and Phone Number

Carole Kendrick  
(951) 769-8518

## 4. Project Location

The project site is a vacant, 3.03-acre, lot at the southwest corner of the intersection of Oak Valley Parkway and the Interstate 10 (I-10) eastbound on-ramp. The site is located on Assessor's Parcel Numbers (APN) 414-090-005 and 414-090-007, in the City of Beaumont, which is located within Riverside County (County). The project site is bounded by the I-10 eastbound on-ramp to the north, northeast, and east and Oak Valley Parkway to the northwest, with Union Pacific Railroad running along the southwest border of the site. Regional access to the site is provided from Oak Valley Parkway, I-10, and Desert Lawn Drive, which transects the site. Refer to Figure 1 for the regional location and Figure 2 for the project site location.

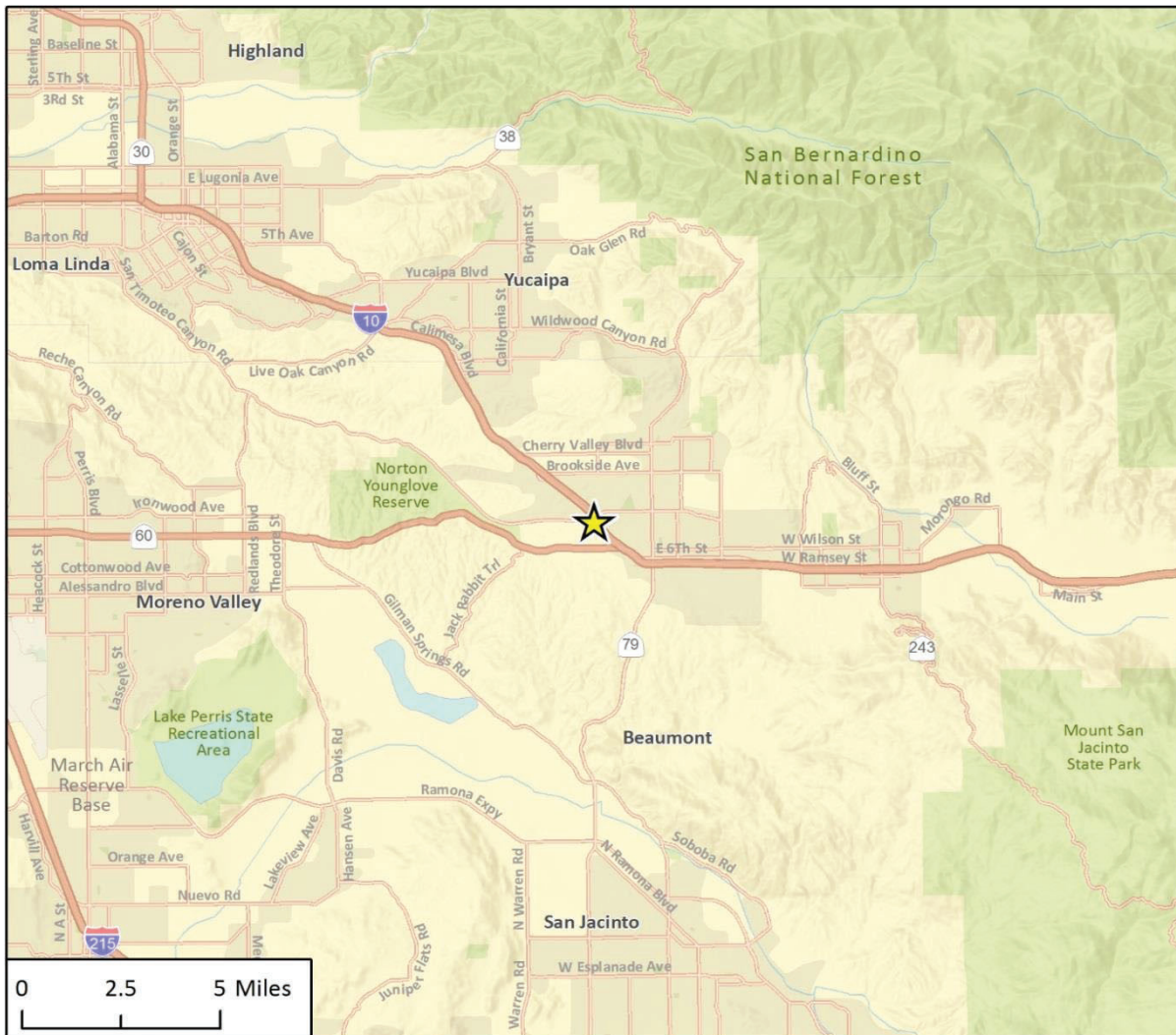
## 5. Project Sponsor's Name and Address

Oscar Etemadian  
Beaumont Landing, LLC  
10995 Indiana Avenue  
Riverside, California 92503

## 6. General Plan Designation

Community Commercial (CC)

**Figure 1 Regional Location**



Imagery provided by Esri and its licensors © 2018.

★ Project Location

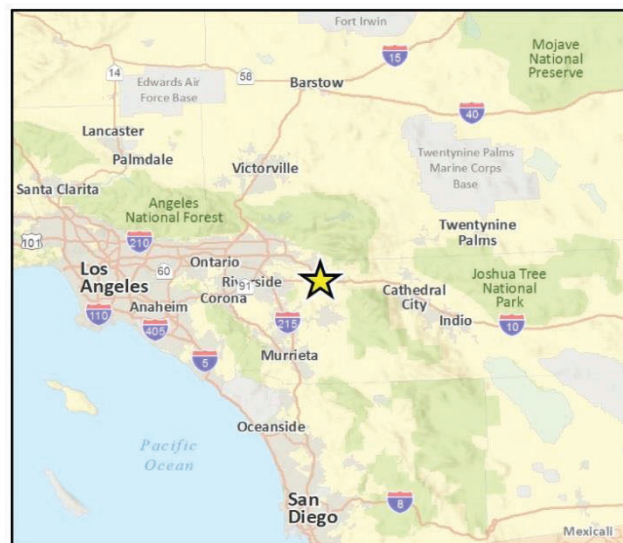
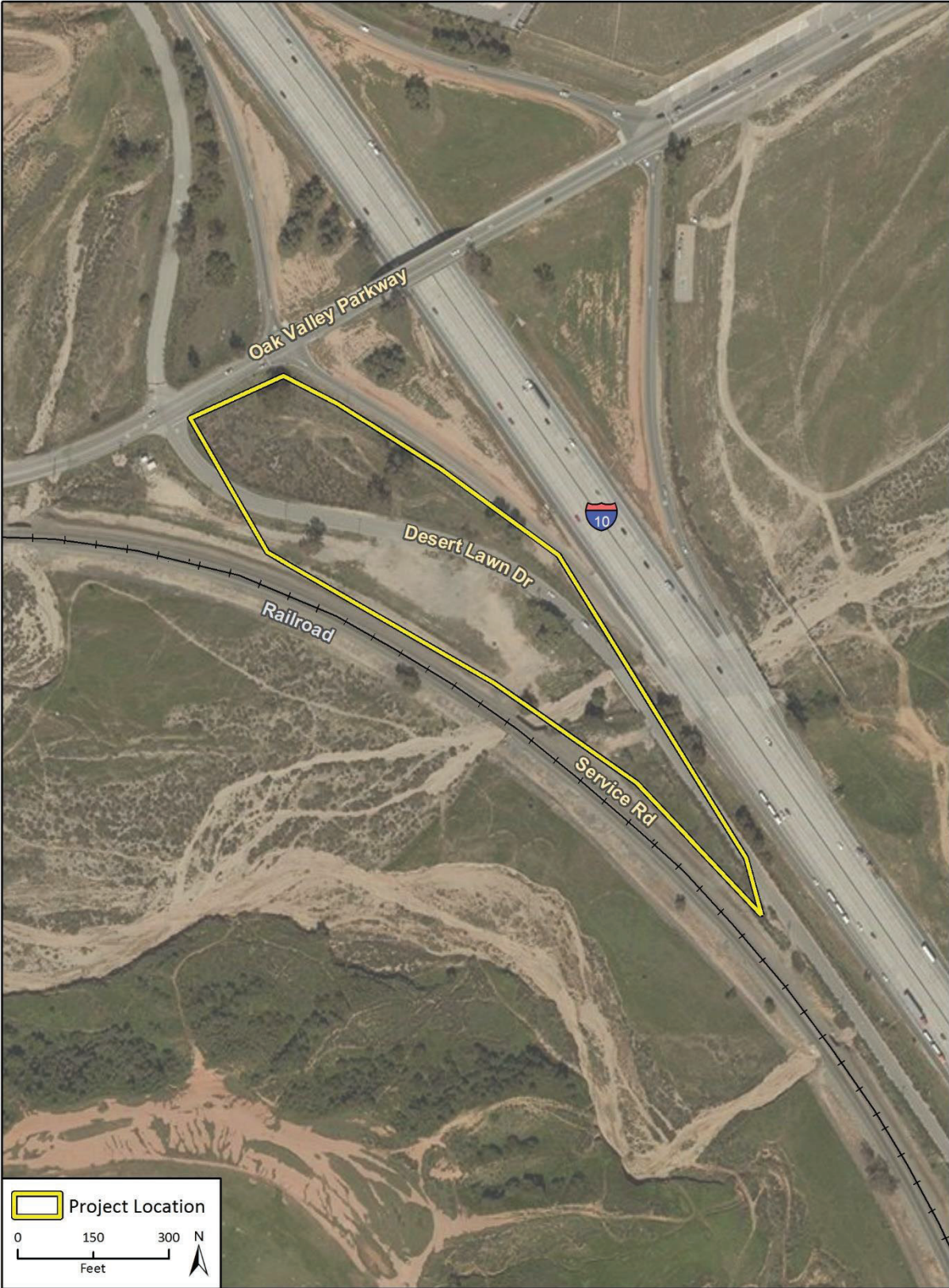


Fig. 1 Regional Location - Beaumont

Figure 2 Project Location



## 7. Zoning

Community Commercial (CC)

## 8. Description of Project

The project is a commercial development on an approximately 3.03-acre site divided into two parcels that would involve construction of an 18-pump fuel - station; a 3,800 square-foot convenience store; a 1,500 square-foot car wash; and a 4,000 square-foot restaurant with a drive-through. The convenience store, car wash, and gas station are proposed to be developed on Parcel 1 while the restaurant with a drive-through and a water quality basin are proposed to be developed on Parcel 2. The project would provide a total of 56 parking spaces. Desert Lawn Drive would be realigned and the renamed, Desert Lawn South, would be constructed along the southern border of the proposed developed areas of the project site, curving up into Parcel 2 to align with the existing Desert Lawn Drive configuration on the northeast corner of the project site. A water quality retention basin is proposed to be developed on the southeast side of the project site, just south of the Desert Lawn Drive realignment. A conservation easement would be located within the southeastern corner of the project site, consisting of approximately 0.35 acres. The proposed project would not include development or disturbance within the conservation easement. Access to the project site would be provided via two driveways on Desert Lawn South. Figure 3 shows the project site plan and Figure 4 through Figure 6 show project elevations.

## 9. Surrounding Land Uses and Setting

The project site is bounded by the I-10 eastbound on-ramp to the north, northeast, and east and Oak Valley Parkway to the northwest, with Union Pacific Railroad running along the southwest border of the site. Surrounding land uses directly to the west of the project site include vacant lots south of Oak Valley Parkway. Single-family residents are located west of the project site and north of Oak Valley Road. Land uses to the west, across I-10 include vacant parcels and single-family residents further southwest. Land uses to the south, across the Union Pacific Railroad, include vacant parcels, and across I-10 to the northeast, land uses include a Holiday Inn Express & Suites as well as a public golf course farther north. The project site is surrounded by land zoned Community Commercial to the west, north, and east and land zoned Manufacturing to the south (City of Beaumont 2007).

## 10. Other Public Agencies Whose Approval is Required.

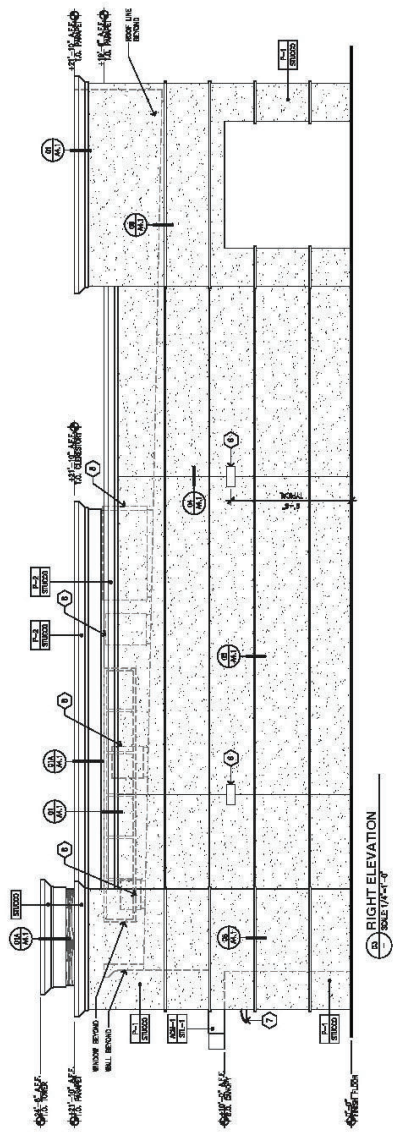
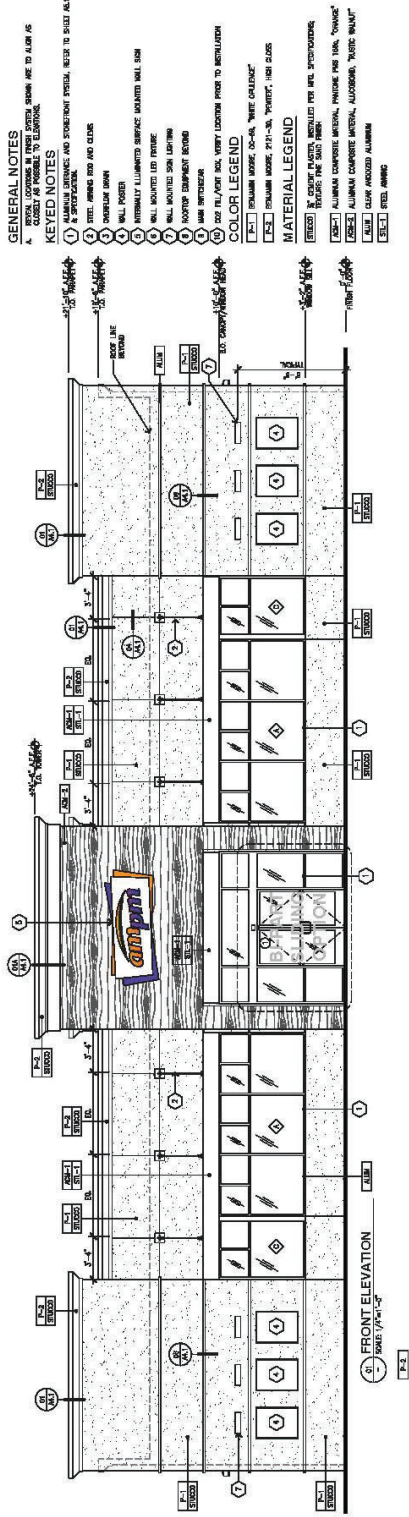
The City of Beaumont is the lead agency with responsibility for approving the project. In addition to approval by the lead agency, project development requires approval by the Regional Conservation Authority because the project site is located in a Critical Area as designated by the Riverside County Multiple Species Habitat Conservation Plan. Approval from other public agencies is not required.

Figure 3 Project Site Plan



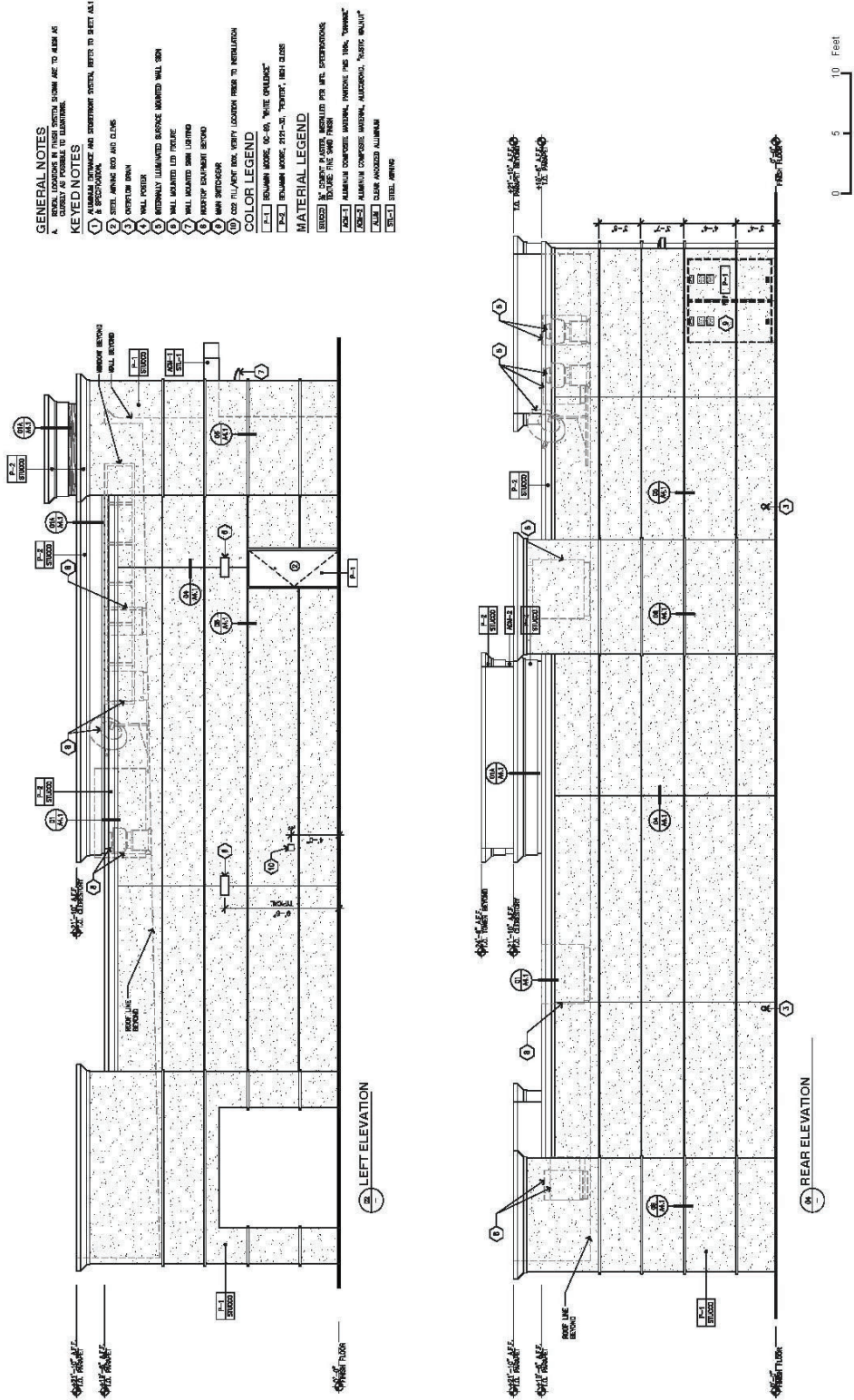
City of Beaumont  
 Oak Valley Parkway and Interstate 10 Commercial Development Project

Figure 4 Proposed Front and Right Elevations



Source: CJC Design, Inc.

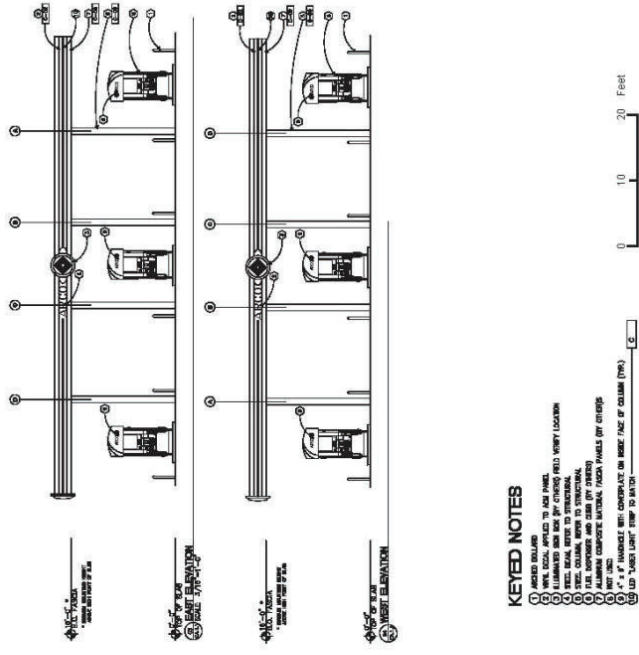
Figure 5 Proposed Left and Rear Elevations



Source: CVC Design, Inc.

City of Beaumont  
 Oak Valley Parkway and Interstate 10 Commercial Development Project

Figure 6 Proposed Gas Station South and West Elevations



Source: CJC Design, Inc.



## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources  | <input checked="" type="checkbox"/> Air Quality               |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Energy                               |
| <input checked="" type="checkbox"/> Geology/Soils        | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                    |
| <input type="checkbox"/> Noise                           | <input type="checkbox"/> Population/Housing                  | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Recreation                      | <input checked="" type="checkbox"/> Transportation           | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems       | <input type="checkbox"/> Wildfire                            | <input type="checkbox"/> Mandatory Findings of Significance   |

## Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

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

Carole Kendrick  
Signature

6/08/2020  
Date

Carole Kendrick  
Printed Name

Senior Planner  
Title

# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site is located at the southwest corner of the Oak Valley Parkway and I-10 intersection, which is currently vacant. According to the City of Beaumont’s General Plan, the City does not identify any specifically designated scenic vistas. However, the San Jacinto Mountains can be viewed from the project site.

The project would involve the construction of a one-story commercial development that includes a gas station, convenience store, car wash, and drive-through restaurant on an approximately 3.03-acre site. This development would be smaller in scale to other commercial developments in the area, such as the three-story Holiday Inn Express located less than 0.25 mile north of the project site. Any signage proposed by the project would be consistent with the Beaumont Municipal Code and would not obstruct any views. The project would not block or otherwise adversely affect a view of any scenic resources. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

**Oak Valley Parkway and Interstate 10 Commercial Development 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?*

The project site is a vacant lot bound by Oak Valley Parkway to the north and I-10 to the east. The segment of I-10 that traverses the eastern boundary of the project site is not designated as a state historic highway (Caltrans 2011). The site is not in the vicinity of any state-designated scenic highways (Caltrans 2011). The project would be a one-story structure located on land that is lower in elevation than I-10, which runs along the project site's northeastern boundary. The San Jacinto Mountains can be seen from the project site and would not be blocked by the proposed project. In addition, the project site does not contain any scenic resources within a state scenic highway, such as natural habitats or rock outcroppings, and is not located in proximity to any such resources. The project site is not on or near any National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California State Parks 2019). No impact would occur.

**NO IMPACT**

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

The project site is currently vacant and contains fewer than ten trees (including eucalyptus, oak, tamarisk, and Peruvian pepper tree; refer to Section 4, *Biological Resources*, for more information) as well as other small vegetation. The project would change the visual character of the site compared to its current undeveloped condition. Construction of the project would require the removal of trees and other small vegetation on the project site. However, the project would include landscaping, including planting over 20 trees. The applicant would also be required to comply with applicable provisions of Chapter 12.12 of the Beaumont Municipal Code, which requires tree removal permits for project trees located in City right-of-way. The proposed gas station, car wash, convenience store, and drive-through restaurant (elevations shown in Figure 4 through Figure 6) would generally be consistent with the visual character of other commercial development, such as the Holiday Inn Express & Suites, in the vicinity of the I-10/Oak Valley Parkway interchange as well as with other commercial development farther east along the north side of Oak Valley Parkway. Upon completion of the project, the visual character and quality of the project site would not be degraded. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Development of the project would incorporate exterior lighting in the form of driveway and illuminated signs, street lighting, and safety-related lighting. The project use would also attract a higher volume of vehicles to the project site, which would increase the glare produced by vehicle windows and headlights. This would add new sources of light within and surrounding the project site. However, the project site is bounded by the Oak Valley Parkway and I-10 interchange and the nearest light-sensitive uses are residences located approximately 1,150 feet to the west. Additionally, the project would be required to comply with the Beaumont Municipal Code Section 8.50, "Outdoor Lighting" that prohibits lasers, search lights, mercury vapor lights, flashing lights,

lighting fixtures mounted in such a way to illuminate a wall, building façade, roof, or awning, or aimed only towards the property line, and billboard lighting that is pointed up. Section 8.50.070 includes outdoor lighting restrictions for commercial zones. According to the Beaumont Municipal Code outdoor lighting within commercial zones shall be fully shielded for 60,000 lumens or the equivalent, shielded if 1,500 lumens or the equivalent, and partly shielded if 825 lumens or the equivalent. In addition, lights mounted on poles or structures cannot exceed a mounting height of 40 percent of the horizontal distance of the light pole from the property line, up to a maximum of 20 feet high. Because lighting would be similar to what is currently present at other nearby commercial properties along I-10 and would conform with the Beaumont Municipal Code lighting would not directly affect light-sensitive uses. Light and glare impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*This page intentionally left blank.*

## 2 Agriculture and Forestry Resources

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

Would the project:

a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, 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. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 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?*

**Oak Valley Parkway and Interstate 10 Commercial Development 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?*

The project site is a vacant lot that is not currently zoned for agriculture or forest resources, but for commercial development. Therefore, the project would not result in a conversion of zoning or land use because it would be consistent with the commercial zoning. According to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP), the project site is located on land mapped as "Urban and Built-Up Land" and "Farmland of Local Importance" (DOC 2017). The project site is not enrolled under the Williamson Act (California DOC 2016), nor does it currently contain forestland. Therefore, no impact to agricultural or forest resources would occur.

**NO IMPACT**



### 3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality and Greenhouse Gas Assessment was prepared for the project by Salem Engineering Group, Inc. (Salem) in June 2018. The analysis in this section is based on the Air Quality and Greenhouse Gas Assessment, which is included as Appendix A.

#### Air Quality Standards and Attainment

The project site lies within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The health effects associated with criteria pollutants upon which attainment of state and federal air quality standards is measured are described in Table 1.

**Table 1 Health Effects Associated with Criteria Pollutants**

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.

Pollutant	Adverse Effects
Carbon monoxide (CO)	Reduces oxygen delivery leading to: (1) aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO <sub>2</sub> )	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO <sub>2</sub> )	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM <sub>10</sub> )	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). <sup>a</sup>
Suspended particulate matter (PM <sub>2.5</sub> )	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma. <sup>a</sup>

<sup>a</sup> More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, [www.oehha.ca.gov/air/toxic\\_contaminants/PM10notice.html#may](http://www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may), May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: U.S. EPA 2018a

The Basin is designated nonattainment for the state ozone, PM<sub>2.5</sub>, and PM<sub>10</sub> standards, and the federal ozone, PM<sub>2.5</sub>, and lead standards (California Air Resources Board [CARB] 2017a, U.S. Environmental Protection Agency [USEPA] 2018b). The Los Angeles County portion of the Basin is designated as nonattainment for the federal standard for lead. The Basin is in attainment of all other federal and state standards. Because the Basin currently exceeds several state and federal ambient air quality standards, SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

### **Air Quality Management**

Under State law, SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of State and federal air quality standards. SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have

occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 parts per million (ppm) that was finalized in 2015.

The 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and updated meteorological air quality models (SCAQMD 2017). The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The 2016 AQMP also includes attainment demonstrations of the new federal 8-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, as per recent USEPA requirements.

### **Air Pollutant Emission Thresholds**

The 2016 AQMP provides a strategy for the attainment of state and federal air quality standards. SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and emissions from project operations. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the Basin’s air quality. These thresholds are shown in Table 2.

**Table 2 SCAQMD Air Quality Significance Thresholds**

Pollutant	Mass Daily Thresholds (lbs/day)	
	Construction	Operation
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Lead	3	3

Notes: NO<sub>x</sub> = oxides of nitrogen, VOC = volatile organic compounds, SO<sub>x</sub> = sulfur oxides  
 Source: SCAQMD 2015

SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation.

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD 2008a). As such, LSTs for operational emissions do not apply to on-site development since the majority of emissions would be generated by cars on the roadways.

LSTs have been developed for emissions from construction areas up to five acres in size. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project involves an approximately 3.03-acre disturbance area; therefore, LSTs for a two-acre project site were used to provide a conservative analysis. The project site is located in SRA 29, Banning Airport, and LSTs for construction in SRA 29 are shown in Table 3. LSTs are provided for receptors at a distance of 200 meters from the project site boundary. The sensitive receptors closest to the project site are the single-family residences located approximately 350 meters, or about 1,150 feet, west of the project site. The nearest off-site workers are at the Holiday Inn Express hotel located 250 meters, or about 830 feet north of the project site. LSTs are provided for receptor distances of 200 meters from the site boundary, shown in Table 3, to provide a more conservative estimate.

**Table 3 SCAQMD LSTs for Construction (SRA 29)**

Pollutant	Allowable emissions (lbs/day) from a 2-acre site in SRA 29 for a receptor 200 meters away
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	340
CO	7,395
PM <sub>10</sub>	157
PM <sub>2.5</sub>	41

Source: SCAQMD 2009

**Existing Air Quality**

The monitoring station located closest to the project site is Banning Airport monitoring station, located at 200 South Hathaway Street in the City of Banning, approximately 8.5 miles east of the project site. Table 4 indicates the number of days that each of the standards has been exceeded at the Banning Airport station in each of the last three years for which data is available.

**Table 4 Ambient Air Quality Data**

Pollutant	2016	2017	2018
8 Hour Ozone (ppm), 8-Hr Maximum	0.106	0.105	0.106
Number of Days of State exceedances (>0.070)	52	82	69
Number of days of Federal exceedances (>0.070)	52	82	69
Ozone (ppm), Worst Hour	0.128	0.128	0.119
Number of days of State exceedances (>0.09 ppm)	26	50	33
Number of days of Federal exceedances (>0.112 ppm)	1	2	0
Nitrogen Dioxide (ppm) - Worst Hour	0.0469	0.0563	0.0506
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (0.10 ppm)	0	0	0
Particulate Matter 10 microns, $\mu\text{g}/\text{m}^3$ , Worst 24 Hours	65.0	97.9	39.3
Number of days above Federal standard (>150 $\mu\text{g}/\text{m}^3$ )	0	0	0
Particulate Matter <2.5 microns, $\mu\text{g}/\text{m}^3$ , Worst 24 Hours	110.5	34.9	32.0
Number of days above Federal standard (>35 $\mu\text{g}/\text{m}^3$ )	*	*	*

\* = insufficient data available  
Source: CARB 2020

As shown in Table 4, the ozone concentration exceeded state and federal eight-hour standards every year from 2016 through 2018 and the one-hour state and federal standards in 2016 and 2017. One-hour ozone also exceeded the state standard in 2018. No exceedances of either state or federal standards for NO<sub>2</sub> or PM<sub>10</sub> have occurred at the designated monitoring stations in the last three years.

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local city general plans' and the Southern California Association of Government's (SCAG) Regional Transportation Plans' (RTP) forecasts of regional population, housing, and employment growth in its own projections for managing Basin air quality.

The project would not provide residential units that would cause a direct increase in the city's population. While the project may provide new employment opportunities in the city of Beaumont that could contribute to population growth, this contribution would be nominal. According to an employee density study prepared by the United States Green Building Council (USGBC) in 2008, fast food restaurants employ approximately one employee per 92 square feet and neighborhood retail uses (a proxy for the convenience store) employ approximately one employee per 588 square feet. Thus, the project is expected to employ approximately 49 persons (1 employee per 92 square feet multiplied by 4,000 square feet + 1 employee per 588 square feet multiplied by 3,800 square feet) (USGBC 2008). According to data provided by the California Department of Finance (DOF), the estimated population for the city of Beaumont in January 2018 was 48,267 (DOF 2018). In its 2016 RTP/Sustainable Community Strategy (SCS), SCAG projects that Beaumont's population will increase

to 80,600 by 2040, an increase of 32,333 persons relative to the 2018 population (SCAG 2017). Assuming that all project employees move to the city, which is a conservative assumption given the connected nature of the region, the project would constitute less than one percent of projected city growth. Thus, the level of population growth associated with the project was anticipated in SCAG's long-term population forecasts and would not exceed official regional population projections. Furthermore, the project is consistent with the City's General Plan and zoning designations for the site, which are utilized for the long-range planning forecasts in the AQMP. As such, the project would not exceed the assumptions in the AQMP. The project would result in incremental employment growth in the South Coast Air Basin but would not conflict with or obstruct implementation of the AQMP; therefore, this impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

**Construction Emissions**

Construction activities associated with development would generate temporary diesel emissions and dust. Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. It is assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed the project would comply with all applicable regulatory standards, which includes SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

Air pollutant emissions modelling was performed using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (Appendix A). To account for compliance with SCAQMD Rule 403 and Rule 1113, air pollutant emissions modelling included the assumptions that the construction site would be watered three times daily and that low VOC architectural coatings would be used (Salem 2018). As shown in Table 5, estimated maximum daily construction emissions would not exceed SCAQMD regional thresholds or LSTs. Therefore, project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and the air quality impact related to construction emissions would be less than significant.

**Table 5 Estimated Maximum Unmitigated Construction Emissions**

	Maximum Emissions <sup>1</sup> (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Emissions (lbs/day)	5.6	42.5	22.4	<0.1	20.5	12.0
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
SCAQMD Localized Significance Thresholds (LSTs) <sup>2</sup>	N/A	340	7,395	N/A	157	41
Threshold Exceeded?	N/A	No	No	N/A	No	No

<sup>1</sup> Air emissions modeling assumed compliance with SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating).

<sup>2</sup> LSTs are for a 2-acre project in SRA 34 at a distance of 200 meters from the site boundary.

Notes: All emissions modeling was done using CalEEMod. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Appendix A

## Operational Emissions

Operational emissions associated with the project would include emissions associated with mobile sources (vehicle trips), energy sources (electricity and natural gas use), and area sources (landscape maintenance equipment, consumer products and architectural coating associated with on-site operational activities). As shown in Table 6, operational emissions would not exceed SCAQMD thresholds for any criteria pollutant. Therefore, operational emissions would be less than significant.

**Table 6 Operational Emissions**

	Maximum Daily Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Total Emissions	19	36.0	60.4	0.2	11.8	3.3
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: All emissions modeling was done using CalEEMod. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Appendix A

## LESS THAN SIGNIFICANT IMPACT

### *c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include healthcare facilities, retirement homes, school and playground facilities, and residential areas. The nearest sensitive receptors are residences located approximately 1,150 feet west of the project site.

As demonstrated in Table 5, the project's construction emissions would not exceed SCAQMD LSTs and, therefore, would not expose local sensitive receptors to substantial levels of criteria pollutant emissions due to on-site construction activities.

Refueling activities at the proposed gas station would potentially release benzene into the air; however, benzene emissions can be reduced by more than 90 percent by the vapor recovery systems required at fuel pumps. Nevertheless, benzene emissions may result in near source health risk (CARB 2005). Therefore, CARB recommends siting sensitive land uses, such as residences, at least 50 feet from typical gasoline dispensing facilities and at least 300 feet from large gasoline dispensing facilities (i.e., facilities with a throughput of 3.6 million gallons per year or greater) (CARB 2005). The proposed gas station would be classified as a typical gasoline dispensing facility. Fuel pumps would be located at least 1,150 feet from the nearest residence. Therefore, the proposed fuel pumps would be located well outside the recommended buffer of 50 feet, which would ensure that nearby sensitive receptors are adequately protected from benzene emissions. Furthermore, SCAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities as set forth in SCAQMD Rule 461, Gasoline Transfer and Dispensing, which requires compliance with all equipment and operation standards as well as maintenance and inspection protocol. Compliance with SCAQMD Rule 461 would protect nearby residents from exposure to emissions related to the proposed fueling station.

A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse) and where the project may add substantial traffic and associated emissions.

The entire SCAB is in conformance with federal and state CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO in the last four years. The project is expected to add approximately 1,125 daily trips to area roadways (LSA 2018). As discussed in Section 17, *Transportation/Traffic*, the project would contribute to the existing unsatisfactory level of service (LOS) traffic conditions at Desert Lawn Drive/Oak Valley Parkway and would result in an unsatisfactory LOS at Desert Lawn South/Oak Valley Parkway. The Desert Lawn South/Oak Valley Parkway intersection would operate at LOS F during the AM peak hour and LOS E during the PM peak hour, and the Desert Lawn Drive/Oak Valley Parkway intersection would operate at LOS E during the AM peak hour. Therefore, the LOS at these two intersections would be at or below LOS E, the typical threshold for severely congested intersections. However, as discussed in Section 17, implementation of Mitigation Measure T-1 would require the payment of fair share contribution fees toward the implementation of improvements at Desert Lawn Drive/Oak Valley Parkway and require fair share cost payment for adding turn lanes to the Desert Lawn South/Oak Valley Parkway intersection. With implementation of the recommended improvements, all intersections are forecast to operate at a satisfactory LOS. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant with mitigation incorporated.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**



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

Diesel equipment operating at the site during construction may generate some nuisance odors. However, due to the distance of the nearest sensitive receptors (1,150 feet west) and the temporary nature of construction, construction-related odor impacts would be less than significant (Salem 2018).

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) and SCAQMD's *CEQA Air Quality Handbook* (1993) identify land uses associated with odor complaints. The project would involve commercial development consisting of a fast food restaurant/coffee shop with drive-through, a convenience store with car wash, a twelve-pump fueling station, and a surface parking lot. None of these uses are identified as land uses associated with odor complaints by CARB or SCAQMD (Salem 2018). Therefore, the project would not generate objectionable odors affecting a substantial number of people and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In April 2018, VHBC Incorporated (VHBC) completed a Biological Habitat Assessment and Burrowing Owl Survey, including a literature review and a field reconnaissance survey, to document existing

site conditions and the potential presence of special-status biological resources, including plant and wildlife species, sensitive habitat communities, jurisdictional waters and wetlands, and habitat for nesting birds. In addition, Salem prepared a separate Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (Consistency Analysis Report) for the project. The Consistency Analysis Report further characterized the site's biological resources, and proposed mitigation to avoid and preserve the creek that exists on the southern portion of the site. A conservation easement proposed to be located in the southern portion of Parcel 2 is part of the MSHCP, which is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of species and their habitats in western Riverside County (Riverside County 2003). The following analysis summarizes the findings of the biological resources technical studies, which are included as Appendix B.

## Existing Conditions

The project site is located between an interstate highway and railroad tracks. The project site elevation is approximately 2,200 feet above sea level. One channelized earthen drainage crosses the southern portion of the site, identified as Noble Creek.

Vegetation on-site includes Riversidean sage scrub dominated by buckwheat (*Eriogonum fasciculatum*), eucalyptus trees (*Eucalyptus*), tamarisk (*Tamarix*), oak (*Quercus*), Peruvian pepper trees (*Schinus molle*) and non-native grasses and forbs including foxtail chess (*Bromus madritensis* ssp. *rubens*), Mediterranean schismus (*Schismus barbatus*), and red-stemmed filaree (*Erodium cicutarium*). Bare compacted ground covers approximately 50 percent of the southern parcel south of Desert Lawn Drive.

Wildlife observed on-site were comprised of common species found in suburban areas including northern mockingbird (*Mimus polyglottos*), red-tailed hawk (*Buteo jamaicensis*), raven (*Corvus corax*), pocket gopher (*Thomomys bottae*), California ground squirrel (*Spermophilus beechyi*), coyote (*Canis latrans*), jackrabbit (*Lepus californicus*), western fence lizard (*Sceloporus occidentalis*), and side-blotched lizard (*Uta stansburiana*). The project site provides potential habitat for the Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) and marginal habitat for the San Bernardino kangaroo rat (*Dipodomys merriami parvus*). Potential nesting bird habitat is present in the on-site trees.

### *Multiple Species Habitat Conservation Plan*

Approximately 0.35 acres at the southeastern corner of the project site would be designated as a conservation easement. The project conservation easement is identified by the MSHCP as being located within Criteria Cell #940 (Cell 940) of The Pass Area Plan within Badlands/San Bernardino National Forest (SU-2) Subunit, and contains grassland, chaparral, and Riversidean alluvial fan sage scrub. Areas conserved within Cell 940 of the MSHCP should be connected to grassland, chaparral and Riversidean alluvial fan sage scrub habitat in connection with adjacent Criteria Cell #935. The Badlands/San Bernardino National Forest identifies biological considerations for the subunit, including the following:

- Provide a connection in the Cherry Valley area from the Badlands to Bogart Park, providing opportunities inside and outside of the Plan Area to San Bernardino County. It is recognized that this connection traverses an urban area, however conservation of existing natural habitat and incorporation of ditches or other drainage features into reserve design will assist in providing a contiguous connection.

- Maintain a wetland connection via Noble Creek. It is recognized that this creek is improved in some areas.
- Determine presence of potential linkage area for bobcat.
- Determine presence of potential Core Area for Los Angeles pocket mouse in tributaries to San Timoteo Creek.
- Maintain Core Area for San Bernardino mountain kingsnake.

The MSHCP recommends that conservation within Cell 940 range from 30-40 percent. Cell 940 is composed of 74.49 acres of existing development, including the project site; 3.62 acres of existing or pending conserved lands; and 72.32 acres of undeveloped lands potentially available for conservation. The achievement of a 40 percent conservation goal for Cell 940 would be 60.172 acres. Cell 940 currently has 72.32 acres of undeveloped lands potentially available for conservation. Therefore, which there is available land to meet the conservation goal for Cell 940.

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

Special-status species are plants and animals 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under the federal Endangered Species Act (ESA); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system per the following definitions:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere, seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere, fairly endangered in California (20-80 percent occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)
- List 2 = Rare, threatened, or endangered in California, but more common elsewhere

In addition, special-status species are ranked globally (G) and subnationally (S) 1 through 5 based on NatureServe's (2010) methodologies:

- G1 or S1 - Critically Imperiled globally or subnationally (state)
- G2 or S2 - Imperiled globally or subnationally (state)
- G3 or S3 - Vulnerable to extirpation or extinction globally or subnationally (state)
- G4 or S4 - Apparently secure globally or subnationally (state)
- G5 or S5 - Secure globally or subnationally (state)
- ? – Inexact Numeric Rank

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

- T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
- Q – Questionable taxonomy that may reduce conservation priority

The County of Riverside has identified the following sensitive species in the area: burrowing owl, Los Angeles pocket mouse, San Bernardino kangaroo rat, many-stemmed dudleya (*Dudleya multicaulis*), and Yucaipa onion (*Allium marvinii*). Table 7 lists the special-status species that occur in the area and their potential to occur on the project site, based on the Consistency Analysis Report (Salem 2019).

**Table 7 Special-status Species and Potential to Occur**

Special-Status Species	Likelihood of Occurrence
Burrowing owl	Low potential
San Bernardino kangaroo rat	Low potential
Los Angeles pocket mouse	Moderate potential
Many-stemmed dudleya	No potential
Yucaipa onion	No potential
Nesting birds	Moderate potential

**No potential.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).

**Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.

**Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.

**High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.

**Present.** Species is observed on the site or has been recorded (e.g., CNDDDB, other reports) on the site recently (within the last five years).

Source: VHBC. See Appendix B

No signs of burrowing owls were observed on-site during the protocol level survey. Although burrowing owls were not detected during the habitat assessment and focused survey, because habitat is present on the project site, burrowing owl may utilize the site in the future. Mitigation would be required to ensure no burrowing owls on the project site prior to project construction and would reduce potential impacts to less than significant.

Potential habitat for the Los Angeles pocket mouse and marginal habitat for the San Bernardino kangaroo rat is present on-site. However, there was no evidence of these species on the site during the reconnaissance survey. No habitat is present for many-stemmed dudleya or Yucaipa onion due to the absence of clay soils. Therefore, impacts to these species would be less than significant.

The project site contains vegetative structure (trees, shrubs, open grassland) that could support nesting birds protected under the CFGC 3503 and the MBTA, including burrowing owls. While nesting birds were not observed during the field reconnaissance survey at the project site, they may use the site to forage and may be impacted by the project. In addition, project construction could adversely affect nesting birds if construction occurs while they are present on or adjacent to the site, through direct mortality or abandonment of nests. The loss of a nest due to construction activities would be a violation of the MBTA and CFGC 3503 et. seq., and impacts to nesting birds would be potentially significant. Implementation of the Mitigation Measure BIO-2 would reduce potential impacts to a less than significant level.

## **Mitigation Measure**

The following mitigation measures, and compliance with MBTA and CFGC requirements, would be required to reduce impacts to nesting birds and burrowing owls to a less than significant level.

### *BIO-1 Burrowing Owl*

A pre-construction survey of all on-site rodent/ground squirrel burrows will be evaluated by an experienced burrowing owl biologist and confirmed as not having any owls not more than 30 days prior to project ground disturbance for construction. The surveys shall be conducted as close to the construction initiation date as possible.

If burrowing owls are detected on the project site during the survey then the following action(s) shall be taken: 1) if the site is within the MSHCP Criteria Area, then at least 90 percent of the area with long-term conservation value shall be included in the MSHCP Conservation Area; otherwise 2) if the site contains, or is part of an area supporting less than 35 acres of suitable habitat or the survey reveals that the site and the surrounding area supports fewer than three pairs of burrowing owls, then the on-site burrowing owls will be passively or actively relocated following accepted protocols. If the site (including adjacent areas) supports three or more pairs of burrowing owls, supports greater than 35 acres of suitable habitat and is noncontiguous with MSHCP Conservation Area lands, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite.

### *BIO-2 Nesting Birds Avoidance*

To avoid disturbance of nesting and special-status birds, including species protected by the MBTA and CFGC, activities related to the project, including but not limited to vegetation removal, ground disturbance, and construction and demolition, shall occur outside of the bird breeding season (February 1 through August 31), if feasible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three (3) days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer around the project boundary. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

Implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owls by requiring pre-construction surveys and conservation or relocation. Implementation of Mitigation Measure BIO-2 would reduce impacts to nesting birds by avoiding construction activities during the nesting season and creating an avoidance buffer if construction occurs during the nesting season.

## **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

Vegetation observed on the project site includes Riversidean sage scrub dominated by buckwheat, eucalyptus trees, tamarisk, oak, Peruvian pepper trees, and non-native grasses and forbs, including foxtail chess, Mediterranean schismus, and red-stemmed filaree. Bare, compacted ground covers approximately 50 percent of the southern parcel south of Desert Lawn Drive. Special status plant species known to occur in the area, many-stemmed dudleya and Yucaipa onion were not found on-site because clay soil is not present on the site. Therefore, impacts would be less than significant.

The proposed conservation easement located on the southeast corner of the project site includes a segment of Noble Creek which runs through the southernmost portion of Parcel 2. The project does not include any development or disturbance within the conservation easement. Therefore, impacts to habitat around the creek would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- 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?*

The project site supports a minimally vegetated ephemeral drainage and a general drain assessment of the site was completed in March 2018. Delineation studies found the project site contains 0.112 acres of waters of the U.S. (WOUS) and 0.454 acres of jurisdictional wetlands. The assessment also determined that there is 0.454 acres of riverine habitat on the site. An approximately 0.35-acre conservation easement, under the jurisdiction of CDFW, U.S. Army Corps of Engineers (USACE), and California Regional Water Quality Control Board (RWQCB), would be included as part of the project at the southeastern corner of the project site. Wetland, including Noble Creek, would be located within the conservation easement. The proposed retention basin has been designed to avoid riverine features on the site. Therefore, the project would not have any direct impacts to wetlands. However, there is potential for indirect impacts to wetlands during project construction and operation. As part of project approval, the project applicant would implement measures contained in Section 6.1.4 Urban Wildlands Interface Guidelines and ensure that post-construction hydrology would be equal to preconstruction conditions, resulting in no net loss of wetland function or value to the site. Measures would include implementation of best management practices to preserve site drainage and prevent runoff, development of a water pollution and erosion control plan, and storage of construction equipment on upland sites (see Table 4 of Appendix B for a full description of measures that would be implemented as part of the project). Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The project site is not located in an Essential Connectivity Area (ECA) as mapped in the report, California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected



California (2010). ECAs are mapped based on coarse ecological condition indicators, rather than the needs of particular species and thus serve the majority of species in each region.

The MSHCP identifies Cell 940 as contributing to the assembly of Proposed Constrained Linkage 22 in the Pass Area Plan. Linkage 22 is comprised of the portion of San Timoteo Creek extending west from I-10 to De Anza Cycle Park. This linkage provides habitat and a connection to core area habitat in the Badlands and provides migratory habitat for least Bell's vireo and Los Angeles pocket mouse.

Because the project site is part of habitat linkage as specified in the MSHCP, there is the potential for project related impacts. The proposed conservation easement at the southeastern portion of the site would maintain the existing wildlife corridor by remaining undeveloped. The preservation of Noble Creek would conserve the hydrological link from east to west and the project would not impede wildlife movement. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The project site is subject to the requirements of the Beaumont Municipal Code Chapter 12.12.130, which requires a permit prior to removal or severe trimming of any tree planted in the right of way of any City street. The City Engineer may issue a tree removal permit without a fee if the removal is determined to be in the public interest or necessary for the improvement of the right-of-way or the construction of improvements on adjacent land. Conditions may be applied to tree removal, including that the work be done by a qualified tree surgeon or tree trimmer, or that the permit is conditioned upon the relocation or replacement of the tree.

The project site contains less than ten trees. Any tree removal determined to occur within the City street right-of-way would be subject to the approval of the City Engineer. In addition, the project includes the planting of 29 trees, including Idaho locust, western redbud, shoestring acacia, and hybrid mesquite. Because the project would be required to comply with the tree preservation regulations described above, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- 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?*

The project site is in the jurisdiction of the MSHCP. The MSHCP covers 1.26 million acres and protects 146 native species of plants, birds, and animals. To date the MSHCP has met 81 percent of its goal to set aside 500,000 acres for preservation by 2029 (Western Riverside County Regional Conservation Authority [RCA] 2018).

The project site is not in an MSHCP designated Conserved Land Area or an MSHCP Conservation Easement. However, the project site is in MSHCP Cell 940. Criteria cells identify land from which RCA plans to acquire the remaining 153,000 acres of conserved land to meet its conservation goal. Any individual, business, or public agency wishing to construct a project in the Criteria Area covered by the MSHCP must obtain an approval from the local RCA. In March 2020 the project was approved by the local RCA through a consistency analysis as required by Riverside County and it was determined that the project does not affect the MSHCP's Reserve Assembly goals or impact Noncontiguous Habitat Block 4. As part of project approval and to preserve the integrity of areas described as

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

existing or future MSHCP Conservation Areas the project applicant would implement measures contained in Section 6.1.4 Urban Wildlands Interface Guidelines. Measures would include implementation of best management practices to preserve site drainage; no permeant lighting installed near the conservation area; techniques to avoid the spread of invasive species; and edge treatment designed to separate development areas from open space (see Table 4 of Appendix B for a full description of measures that would be implemented as part of the project). In addition, the approximately 0.35-acre conservation easement would be transferred to the RCA to be held in fee title. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Salem conducted a cultural resources survey for the project in October 2018 to identify cultural resources located within the project site. The information below is derived from the Cultural Resources Survey, which is included as Appendix C.

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

The project site is generally level, although the southeastern part of the site is transected by a channelized earthen drainage running north to south (Appendix C). The project site had not been previously surveyed for cultural resources. A review of the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, California Directory of Properties, and numerous historic General Land Office and U.S. Geological Survey maps was conducted to identify historic properties in the project site vicinity. Neither the records search nor the field study identified historic resources of any kind during the course of the investigation and the site is currently vacant (Appendix C). There would be no impact on historic resources.

**NO IMPACT**

b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

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

No prehistoric or archaeological resources were identified during the records search or field study performed by Salem (Appendix C). A pedestrian survey of the site did not identify any prehistoric resources. However, there is still the potential for the inadvertent discovery of prehistoric or archaeological resources. Mitigation Measure CUL-1 would reduce impacts to a less than significant level.

Excavation and grading is not expected to uncover archaeological resources, as they are not known to occur on the project site. Nevertheless, there is the potential to encounter previously undiscovered human remains during excavation and grading. Therefore, impacts associated human remains would be potentially significant. Mitigation Measure CUL-2 would reduce impacts to a less than significant level.

### **Mitigation Measures**

Mitigation Measure CUL-1 and Mitigation Measure CUL-2 would reduce potential impacts to unknown resources to a less than significant level.

#### *CUL-1 Unanticipated Discovery of Prehistoric and Archaeological Resources*

In the event that archaeological or paleontological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected by the construction manager until a qualified archaeologist and/or paleontologist, selected by City staff, has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work such as preservation in place or data recovery, shall occur as required by the archeologist and/or paleontologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.

#### *CUL-2 Unanticipated Discovery of Human Remains*

In the event that human remains are encountered during the course of any future development California State Law (Health and Safety Code Section 7050.5 and Section 5079.98 of the Public Resources Code) states that no further earth disturbance shall occur at the location of the find until the Riverside County Coroner has been notified. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Implementation of Mitigation Measure CR-1 and Mitigation Measure CR-2 would reduce potential impacts to archaeological resources, and human remains by ensuring that any cultural resources encountered during project activities are handled in a suitable manner.

### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

## 6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

### Construction Energy Demand

Construction of the project would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod (see Appendix A). Table 8 summarizes the estimated construction energy consumption for the project. Diesel fuel consumption, including construction equipment operation, hauling trips, and vendor trips, would consume an estimated 51,486 gallons of fuel over the project construction period. Worker trips would consume an estimated 13,051 gallons of petroleum fuel during project construction. Refer to Table 8 for the overall estimated fuel consumption during construction.

**Table 8 Estimated Fuel Consumption during Construction**

<b>Fuel Type</b>	<b>Gallons of Fuel</b>	<b>MMBtu<sup>4</sup></b>
Diesel Fuel (Construction Equipment) <sup>1</sup>	38,435	4,899
Diesel Fuel (Hauling and Vendor Trips) <sup>2</sup>	4,718	601
Other Petroleum Fuel (Worker Trips) <sup>3</sup>	8,333	915
<b>Total</b>	<b>51,486</b>	<b>6,415</b>

<sup>1</sup> Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment’s horse power, the equipment’s load factor, and the equipment’s fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix A), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (United States Environmental Protection Agency [USEPA] 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

<sup>2</sup> Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from “Trips and VMT” Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix A). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT), Bureau of Transportation Statistics (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

<sup>3</sup> The fuel economy for worker trip vehicles is derived from DOT National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

<sup>4</sup> CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above. Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (California Air Resources Board [CARB] 2015). Totals may not add up due to rounding.

## **Operational Energy Demand**

Operation of the project would generate energy demand for the use of the gas station, convenience store, car wash, and restaurant, as well as fuel from vehicle trips and electricity for lighting. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from residents and guests traveling to and from the project site. The project’s estimated number of average daily trips from CalEEMod was used to determine the energy consumption associated with fuel use from project operation. According to the CalEEMod calculations, the project would result in 4,697,182 annual vehicle miles travelled (VMT) (Appendix A). Table 9 shows the estimated total annual fuel consumption of the project using the estimated VMT with the assumed vehicle fleet mix (please refer to Appendix A for calculations).

**Table 9 Estimated Project Annual Transportation Energy Consumption**

Vehicle Type <sup>1</sup>	Percent of Vehicle Trips <sup>2</sup>	Annual Vehicle Miles Traveled <sup>3</sup>	Average Fuel Economy (miles/gallon) <sup>4</sup>	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) <sup>5</sup>
Passenger Cars	54.9	2,578,086	24.2	106,532	11,696
Light/Medium Trucks	36.4	1,710,949	17.5	97,768	12,461
Heavy Trucks/Other	8.2	385,517	7.4	52,097	6,640
Motorcycles	0.5	22,626	44.0	514	66
<b>Total</b>	<b>100.0</b>	<b>4,697,182</b>	–	<b>256,912</b>	<b>30,863</b>

<sup>1</sup> Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

<sup>2</sup> Percent of vehicle trips from Table 4.4 “Fleet Mix” in Air Quality and Greenhouse gas Emissions Study, CalEEMod output (see Appendix A).

<sup>3</sup> Mitigated annual VMT found in Table 4.2 “Trip Summary Information” in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).

<sup>4</sup> Average Fuel Economy (DOT 2019)

<sup>5</sup> CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).

Notes: Totals may not add up due to rounding.

As shown in Table 9, the project would consume an estimated 256,912 gallons of fuel, or 30,863 MMBtu, each year for transportation uses from operation.

Operation of the project would consume approximately 0.22 GWh of electricity per year (electricity use provided in the CalEEMod output of Appendix A). The project’s electricity demand would be served by Southern California Edison (SCE), which provides 40 percent clean power (SCE 2020). The project’s natural gas demand would be serviced by Southern California Gas Company (SoCal Gas), which provided approximately 933,576 MMBtu per year in 2018 (California Gas and Electric Utilities 2018). Estimated natural gas consumption for the project would be approximately 1,176 MMBtu per year, which would be approximately 0.1 percent of SoCal Gas’s current natural gas demand (natural gas use provided in the CalEEMod output of Appendix A).

Compliance with the California Green Building Standards Code would ensure that modern energy efficiency standards are met for the project’s energy-demanding components. Furthermore, siting multiple commercial uses together would result in efficient pooled energy use for lighting, grid connection, and vehicle trips. In addition, *Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions*, Goal 10, requires project applicants to demonstrate sufficient consistency with the City’s GHG reduction goals by way of energy efficiency, renewable energy use, and other options that provide predictable GHG reductions. Compliance with the California Green Building Standards Code and the City’s GHG reduction plan would prevent wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

*Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions* establishes goals and policies that incorporate environmental responsibility into daily management of community and municipal operations. The City has set a goal to reduce emissions to 1990 levels by the year 2020, and to 41.7 percent below 2012 levels by 2030 (City of Beaumont 2015). Table 10 in Section 8, *Greenhouse Gas Emissions*, demonstrates that the project would be consistent with the energy efficiency strategies included in *Sustainable Beaumont*. The project would not interfere with the City's GHG Reduction Strategy and would not conflict with or obstruct the state plan for renewable energy. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**



# 7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Salem conducted a geotechnical engineering investigation for the project in June 2018. The information below is derived from the investigation, which is included as Appendix D.

- a.1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

The project site is located in a seismically active region of Southern California. However, the project site is not located in an Alquist-Priolo earthquake fault zone (CGS 2018). There would be no impact.

**NO IMPACT**

- a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Although not located in an Alquist-Priolo Fault Zone, the project site is located within the Beaumont Plain Fault Zone identified by the County of Riverside.

The nearest known active faults are in the San Jacinto Fault System, located approximately 5.3 miles from the site (Appendix D). The project would comply with State of California standards for building design through the California Building Standards Code (California Code of Regulations, Title 24) which requires various measures, such as reinforced materials and appropriate building anchorage, of all construction in California to account for hazards from seismic shaking. The project would not be exposed to hazards associated with surface fault rupture.

The California Building Code (CBC) requires the use of specific structural design and construction methods to minimize adverse effects of seismic ground shaking. Because the project would comply with the CBC, impacts related to seismically induced ground shaking would be less than significant and the project would not exacerbate ground shaking conditions. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. According to the geotechnical engineering investigation the site has a low potential for liquefaction under seismic conditions (Salem 2018). Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

There is no history of landslides at the site, nor is the site in the path of any known or potential landslides (Salem 2018). The site is relatively flat, and landslide hazards would not affect the project site (Salem 2018), and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The soils that underlie the project site include Gorgonio sandy loam, Hanford coarse sandy loam, eroded Hanford coarse sandy loam, Riverwash, and Tujunga loamy sand (VHBC Incorporated 2018). Ground-disturbing activities associated with project implementation would result in the removal of topsoil in order to construct the gas station, car wash structure, convenience store, and drive-through restaurant. Desert Lawn Drive would also be demolished and relocated to the border of the project site, which would result in the removal of topsoil. As discussed in Section 10, *Hydrology and Water Quality*, adherence to requirements provided in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would avoid or minimize potential impacts related to soil erosion and loss of top soil. Compliance with the NPDES permit requires the project applicant to file a Notice of Intent with the State Water Resources Control Board. Permit conditions require preparation of a Stormwater Pollution Prevention Plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls and Best Management Practices, where necessary. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?*

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

Due to the relatively flat site topography and low liquefaction potential, the likelihood of lateral spreading is low. The upper layers of soil on the project site are moisture-sensitive and moderately collapsible under saturated conditions and, therefore, pose moderate risk to construction because there is the possibility for post-construction movement of foundations and floor systems (Salem 2018). Therefore, impacts would be less than significant with implementation of Mitigation Measure GEO-1.

**Mitigation Measure**

*GEO-1 Collapsible Soils*

Collapsible soils shall be overexcavated and recompacted during construction pursuant to the recommendations contained in Appendix D, which include:

- To minimize post-construction soil movement and provide uniform support for the proposed building, overexcavation and recompaction within the proposed building areas shall be performed to a minimum depth of five (5) feet below existing grade or five (5) feet below proposed footing bottom, whichever is deeper. The overexcavation and recompaction shall also extend laterally to a minimum of 5 feet beyond the outer edges of the proposed footings.
- Within pavement areas, it is recommended overexcavation and recompaction be performed to a minimum depth of three (3) feet below existing grade or three (3) feet below proposed grade,

whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 3 feet beyond the outer edges of the proposed pavement.

Implementation of Mitigation Measure GEO-1 would reduce potential impacts post-construction soil movement to a less than significant level by requiring recompacted soils during construction.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project would not include the installation of new septic tanks or alternative wastewater disposal systems. The project would be connected to an existing public sewer line. No impact would occur.

**NO IMPACT**

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

Excavation and grading is not expected to uncover paleontological resources, as they are not known to occur on the project site (Appendix C). Nevertheless, there is the potential to encounter previously undiscovered paleontological resources during excavation and grading. Therefore, impacts associated paleontological resources would be potentially significant. Mitigation Measure CUL-1 would reduce impacts to a less than significant level.

Implementation of Mitigation Measure CR-1 would reduce potential impacts to archaeological paleontological resources by ensuring that any paleontological resources encountered during project activities are handled in a suitable manner by a qualified paleontologist.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

# 8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is based on the Air Quality and Greenhouse Gas Assessment that was prepared for the project by Salem Engineering in March 2020, and is included as Appendix A.

## Background

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels and other sources, thus potentially contributing to cumulative impacts related to climate change. In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 codifies the statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which extends AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030.

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target established by SB 32. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) carbon dioxide equivalent (CO<sub>2</sub>e) by 2030 and two MT CO<sub>2</sub>e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in

connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

## **Local Regulations**

On October 6, 2015, the City of Beaumont adopted a GHG reduction plan, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions* that serves as the City's Climate Action Plan (CAP) (City of Beaumont 2015). The CAP set a goal to reduce emissions in the City to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, to meet AB 32 recommendations. The CAP also targets a 41.7 percent reduction in GHG emissions from 2012 levels by 2030, and an 80 percent deduction from 1990 levels by 2050. Emissions in 2012 were 275,302 metric tons (MT) carbon dioxide equivalent (CO<sub>2</sub>e) and the GHG Reduction Plan set a 2020 goal of 234,007 MT CO<sub>2</sub>e and the 2030 goal is 160,501 MT CO<sub>2</sub>e.

The City expects to meet its 2020 and 2030 emissions reduction targets through a set of goals, policies, and actions detailed in the Beaumont CAP. The following goals are included in the CAP and applicable to the project:

- Increase energy efficiency in existing and new commercial units;
- Increase energy efficiency through water efficiency;
- Decrease energy demand through reducing urban heat island effect;
- Decrease GHG emissions through reducing vehicle miles traveled;
- Decrease GHG emissions through reducing solid waste generation;
- Decrease GHG emissions through increasing clean energy use; and
- Decrease GHG emissions from new development through performance standards.

## **Significance Thresholds**

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. SCAQMD considers emissions of over 10,000 MT of CO<sub>2</sub>e per year to be significant. However, SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when SCAQMD is the CEQA lead agency.

In the latest guidance provided by SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determining the significance of residential and commercial projects. The draft tiered approach is outlined in the meeting minutes, dated September 29, 2010 (SCAQMD 2010).

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.

- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT of CO<sub>2</sub>e per year for all land use projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO<sub>2</sub>e per year for land use projects.

The Beaumont CAP is a qualified CAP per Sections 15064(h)(3), 15125(d) or 15152(a) of the CEQA Guidelines because the CAP quantifies GHG emissions, establishes a target GHG level, and has been adopted by the public process. Therefore, the project is evaluated based on its consistency with the CAP. Project GHG emission are shown and compared to the SCAQMD’s Tier 3 threshold of 3,000 metric tons of CO<sub>2</sub>e per year for informational purposes only (SCAQMD 2010).

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

As described above under *Local Regulations*, the City of Beaumont has adopted a number of goals and policies to reduce GHG emissions. Table 10 shows policies from the Beaumont CAP that apply to the project (those that are applicable to new commercial development). As shown in Table 10 the project is consistent with all applicable policies. In addition, as shown in Table 11, project emissions would result in combined annual GHG emissions of approximately 2,688 MT of CO<sub>2</sub>e per year and would not exceed SCAQMD’s recommended regional GHG threshold. Therefore, impacts would be less than significant.

**Table 10 Consistency with Applicable Policies from Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions**

Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions	Project Consistency
<p><b>Goal 4. Increase Energy Efficiency in New Commercial Development</b>            Encourage or require energy efficiency standards exceeding state requirements.            This goal will develop City staff to be resources in encouraging and implementing energy efficiency beyond that required in current Title 24 Standards.</p>	<p><b>Consistent</b>            The project would be designed to Title 24 standards, which would ensure that water and energy-conserving features are included in the design and operation of the proposed convenience store and drive-through restaurant. These conservation features would reduce GHG emissions associated with the project.</p>
<p><b>Goal 5. Increase Energy Efficiency through Water Efficiency.</b>            Support water efficiency through enhanced implementation of SB X7-7, which requires all water suppliers to increase water use efficiency. In addition, promoting water efficiency measures such as low-irrigation landscaping.</p>	<p><b>Consistent</b>            All trees and other plants included in the project’s landscaping are classified as Low in the Water Use Classification of Landscape Species, meaning that they are considered to be water conserving plants that perform well with relatively small amounts of irrigation (University of California 2018). In addition, the project would utilize drip irrigation further reducing water demand.</p>

Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions	Project Consistency
<p><b>Goal 6. Decrease Energy Demand through Reducing Urban Heat Island Effect</b></p> <p>Plant more trees for shading and energy efficiency. Trees and vegetation that directly shade buildings reduce energy use by decreasing demand for air conditioning.</p>	<p><b>Consistent</b></p> <p>The project site currently contains fewer than ten trees. The project would increase tree cover on the site by planting over 20 trees. The planted trees would provide shading on the project site and thus energy efficiency for the project by reducing the use of air conditioning. Additionally, proposed materials for the building include white stucco and various aluminum composite, which are light colors and reflective materials that would increase energy efficiency.</p>
<p><b>Goal 7. Decrease GHG Emissions through Reducing Vehicle Miles Traveled</b></p> <p>Encourage non-motorized transportation options including walking, bicycling, and variants of small-wheeled transport, such as skateboards, push scooters, and hand carts. In addition, encourage, promote, or expand the use of the Pass Transit system or other transit services.</p>	<p><b>Consistent</b></p> <p>The project site is within a quarter mile of existing residences and would construct sidewalks around the site. Therefore, the project site is within walking distance and would promote pedestrian access. In addition, the project would provide at least three bicycle parking spaces to promote bicycling. Finally, the project site is within a quarter mile of the Oak Valley and Desert Lawn Pass Transit bus station located near existing residences.</p>
<p><b>Goal 8. Decrease GHG Emissions through Reducing Solid Waste Generation.</b></p> <p>Reduce waste to landfills recovering recyclable materials to directly reduce GHG emissions.</p>	<p><b>Consistent</b></p> <p>In accordance with 2016 CalGreen requirements, the project would be required to achieve a minimum of 65 percent diversion rate for construction waste. In addition, the project would be required to comply with AB 341, which mandates commercial recycling for businesses that generate more than four cubic yards of solid waste per week.</p>
<p><b>Goal 9. Decrease GHG Emissions through Increasing Clean Energy Use.</b></p> <p>Promote clean energy including energy efficiency and clean energy supply options, such as high efficient combined heat and power as well as renewable energy sources.</p>	<p><b>Consistent</b></p> <p>The project would be designed to Title 24 standards, which would ensure that energy-conserving features are included in the design and operation of the proposed convenience store and drive-through restaurant. These conservation features would reduce GHG emissions associated with the project. SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by 100 percent renewable energy. In addition, the project would be designed in accordance with the latest CALGreen code requirements.</p>



**Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions**

**Project Consistency**

**Goal 10. Decrease GHG Emissions from New Development through Performance Standards.**

Provide developers a flexible way of demonstrating GHG reductions within new development by providing screening tables for developers to fill out during applications of new development projects. Screening tables are a menu of options of energy efficiency improvements, renewable energy options, water conservation measures, and other options that provide predictable GHG reductions. Each option within the screening tables includes point values based upon the GHG reduction that option will provide to a development project. Developers that choose options from the screening tables totaling 100 points or more will be determined to have provided a fair-share contribution of GHG reductions, and therefore, are considered consistent with the Climate Action Plan. This determination of consistency can be used in a CEQA climate change analysis of the development, which provides a legally defensible and streamlined CEQA process for the project.

**Consistent**

The City has not prepared or adopted screening tables. However, the project is in compliance with the SCAQMD threshold of 3,000 MT CO<sub>2</sub>e as shown in Table 11. Therefore, the project would not substantially contribute to GHG emissions and would be consistent with Goal 10.

**Table 11 Combined Annual Emissions of Greenhouse Gases**

<b>Emission Source</b>	<b>Annual Emissions (MT of CO<sub>2</sub>e)</b>
<b>Construction</b>	10.8 <sup>1</sup>
<b>Operational</b>	
Area	<0.1
Energy	134.7
Solid Waste	28.0
Water	98.8
<b>Mobile</b>	
CO <sub>2</sub> and CH <sub>4</sub>	414.9
N <sub>2</sub> O	100
<b>Total</b>	<b>2,688.4</b>
SCAQMD Tier 3 Threshold	3,000
<b>Threshold exceeded?</b>	<b>No</b>

<sup>1</sup> Approximately 324 MT CO<sub>2</sub>e amortized over 30 years  
Sources: Salem 2018 2020 (Appendix A). See Appendix A for N<sub>2</sub>O calculations.

**LESS THAN SIGNIFICANT IMPACT**

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# 9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

- 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?*

The proposed gas station would require the routine transport of petroleum fuels to the project site to refuel the underground storage tanks (USTs) that would supply the fuel pumps. According to the City's Local Hazard Mitigation Plan, I-10 is a major thoroughfare carrying numerous commercial transportation vehicles and the Union Pacific Railroad is a commercial freight transportation system by which large quantities and numerous types of hazardous materials are transported through the City. I-10 borders the northeastern edge of the project site and the Union Pacific rail line borders the southern boundary of the project site. Truck drivers and freight trains would be subject to federal and state requirements that regulate the transport of hazardous materials and the operation of fuel tanker trucks.

On the project site, tanker trucks would transfer fuels to USTs, which would be permitted by the Riverside County Department of Environmental Health, pursuant to California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280 – 25299.8) and Riverside County Ordinance 617. The Hazardous Materials Branch regulates and oversees the inspections of construction, repair, upgrades, operation, and removal of USTs. The California Environmental Protection Agency (CalEPA) designated the Hazardous Materials Branch as the Certified Unified Program Agency (CUPA) for Riverside County. The role of the CUPA is to assure consolidation, consistency and coordination of the hazardous materials programs within the County. The CUPA also oversees two participating agencies (Corona Fire Department and Riverside Fire Department) that implement hazardous materials programs within the County. Permitting requires the submission of UST plans to the Hazardous Materials Division prior to installations, modifications, repairs, or removals.

Gas station patrons would regularly use hazardous materials while dispensing gasoline from fuel pumps. Refueling activities release benzene into the air; however, benzene emissions can be reduced by more than 90 percent by the vapor recovery systems required at fuel pumps. Nevertheless, benzene emissions may result in near source health risk (CARB 2005). CARB recommends siting sensitive land uses, such as residences, at least 50 feet from typical gasoline dispensing facilities and at least 300 feet from large gasoline dispensing facilities (i.e., facilities with a throughput of 3.6 million gallons per year or greater) (CARB 2005). The proposed gas station would be characterized as a typical gasoline dispensing facility and fuel pumps would be located over 340 feet away from the nearest residence. Therefore, the proposed fuel pumps would be located outside the recommended buffer of 50 feet.

Improper handling of gasoline and other auto-related chemicals on-site may result in spills. However, the transport, use and storage of hazardous materials would be required to comply with all applicable state and federal regulations, such as requirements that spills be cleaned up immediately and all wastes and spills control materials be properly disposed of at approved disposal facilities. Therefore, the project would not create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials or 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 (City of Beaumont 2012). Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The nearest school is Tournament Hills Elementary School, located approximately 1.1-mile northwest of the project site. There are no schools located within 0.25 mile of the project site. The transport, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Impacts related to hazardous emissions or materials affecting local schools would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project be located on a site included on a list of hazardous material 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?*

A Phase I Environmental Site Assessment conducted in April 2018 by Salem is included as Appendix E to this document. Salem conducted a review of regulatory agency records and concluded that the project site is not included in the databases searched. Additionally, no sites with a reported release of hazardous substances or petroleum products to the subsurface were reported within a one-half-mile radius of the project site. There would be no impact.

**NO IMPACT**

- 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 for people residing or working in the project area?*

The airport nearest to the project site is the Banning Municipal Airport, located approximately 8.5 miles east. The project site is not located within two miles of a public use airport or private airstrip and would not introduce associated hazards to people residing or working in the area. No impact would occur.

**NO IMPACT**

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

No roads would be permanently closed as a result of the construction or operation of the project, and the project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Although Desert Lawn would be demolished, emergency access to the project site would be provided via two driveways on Desert Lawn Drive. In addition, the Riverside County Fire Department employees a Fire Safety Specialist who oversees plan review, installation, and inspections of for fire suppressant systems. As such, implementation of the project would not

interfere with existing emergency evacuation plans or emergency response plans in the area. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is not located in a Very High Fire Hazard Severity Zone and would not be exposed to an increased risk of wildfires (CAL FIRE 2009). In addition, the Riverside County Fire Department employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppression systems. The project would not increase the potential for wildland fires. No impact would occur.

**NO IMPACT**

# 10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

A channelized earthen drainage crosses the project site. However, development is limited to the northern part of the site and would not occur near the creek. The project would result in an increase of hardscape surfaces over the project site. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. The City of Beaumont is a municipal permittee under the NPDES and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and Incorporated Cities of Riverside County within the Santa Ana Region (Order Number R8-2010-0033) (“MS4 Permit”). The MS4 Permit, issued by the State Water Resources Control Board, regulates the discharge of pollutants in urban runoff from non-agricultural anthropogenic activities and sources. Under the MS4 Permit, the City of Beaumont and its co-permittees must require construction projects to implement Best Management Practices (BMPs) where feasible to capture and treat stormwater prior to discharge to stormwater facilities. Such BMPs include, where appropriate, Low Impact Development techniques to be implemented at New Development and Significant Redevelopment project sites. These techniques include integrated and distributed infiltration, retention, detention, evapotranspiration, filtration, and treatment systems. The MS4 Permit states that the design goal shall be to maintain or replicate the pre-development hydrologic regime. Because the project would create 10,000 square feet or more of impervious surface on the project site, it constitutes “New Development” under the MS4 Permit and is required to implement BMPs.

Because the project would involve disturbance of an area over one acre in size, it would also be required to comply with NPDES Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The applicant would also be required to prepare a SWPPP, a sediment and erosion control plan that describes the applicant’s activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit. In addition, the project would comply with Riverside County regulations pertaining to the retention of erosion and BMPs. Chapter 13.24 of the Beaumont Municipal Code includes stormwater management BMPs that would reduce pollutants in stormwater discharge.

Compliance with these requirements would ensure that the project would not violate any water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- 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?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The project site is currently undeveloped and project development would increase impermeable surfaces on site. Consequently, the project may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, as per the NPDES Construction General Permit, the project would be required to implement BMPs to maintain or replicate the pre-development hydrologic regime. In addition, the bioretention basins proposed along the eastern border of the project would allow movement of stormwater through the surface and add to groundwater recharge. Beaumont Municipal Code Chapter 13.24 requires the new development projects to



incorporate stormwater BMPs to capture and infiltrate stormwater runoff on-site, which may include design features such as swales and permeable design materials. Implementation of required BMPs would minimize impacts related to groundwater recharge. Impacts related to groundwater recharge would be less than significant.

The project site is under the jurisdiction of RWQCB Region 8 (Santa Ana Region). Region 8 includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana RWQCB provides permits for projects that may affect surface waters and groundwater locally and is responsible for preparing the Water Quality Control Plan for the region (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The State has developed total maximum daily loads (TMDLs), which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established by the region (Santa Ana RWQCB 2008). As discussed under threshold item a, the proposed project would be required to comply with the California State Construction General Permit (Order No. 2009-2009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ), which would minimize and avoid water quality impacts associated with soil erosion and stormwater runoff from the project site. Implementation of the proposed project would not violate water quality objectives for beneficial uses in the vicinity of the project site or exceed TMDLs. Impacts related to conflicts with the water quality control plan would be less than significant.

The Beaumont/Cherry Valley Water District provides services to the City. Groundwater the supplies the City and surrounding areas is available from the Beaumont Groundwater Storage Unit (BSU). The San Timoteo Watershed Management Authority (STWMA), which regulates the BSU, indicates that the water levels in the BSU have remained relatively stable over the past 20 years. The BSU was drawn down from the 1920s to 1980, but since then groundwater levels have stabilized, and the BSU is currently operated on a long-term safe yield basis (Beaumont Cherry Valley Water District 2017). As discussed in Section 18, *Utilities and Service Systems*, water supply requirements associated with the project would use minimal groundwater supply and would not deplete local groundwater. Therefore, impacts related to sustainable groundwater management would be less than significant.

The project site overlies the BSU, which is managed by and serves as a source of water supply for the Beaumont/Cherry Valley Water District. In September 2014, the California Legislature enacted comprehensive legislation aimed at strengthening local control and management of groundwater basins throughout the state. Known as the Sustainable Groundwater Management Act (SGMA), the legislation provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention when necessary to protect the resource. The San Timoteo Groundwater Sustainability Agency (ST-GSA) was formed via a Memorandum of Agreement between four forming parties: City of Redlands, San Geronimo Pass Water Agency, Beaumont Cherry Valley Water District, and Yucaipa Valley Water District. The ST-GSA manages the non-adjudicated portion of San Timoteo Subbasin. The Timoteo Subbasin is not designated a Medium or High priority basin, therefore the Subbasin does not need to adopt a Groundwater Sustainability Plan.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) 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 that would 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?*

The project would alter the existing drainage patterns on the undeveloped project site by introducing new structures and impervious surfaces. A channelized earthen drainage crosses the project site. However, development is limited to the northern part of the site and would not occur near Noble Creek, which would be near the conservation easement and not developed. Noble Creek at the project site has low functions and values for flood storage and flood flow modification, sediment trapping and transport, and nutrient retention due to its small size. Therefore, the project would include a water quality retention basin on the southeast side of the project site, just south of the Desert Lawn Drive realignment. The water quality retention basin would capture runoff from the site to prevent flooding and maintain water quality.

The project would comply with Chapter 13.24 of the Beaumont Municipal Code, which requires implementation of erosion control systems and construction BMPs to reduce erosion and siltation. In addition, the project applicant is required to submit an erosion control plan with the grading permit application. The project would comply with Chapter 13.24 of the Beaumont Municipal Code, which requires new development projects to control stormwater runoff so as to prevent the deterioration of water quality through implementation of runoff BMPs. BMPs may include directing runoff to permeable areas, maximizing stormwater storage for reuse, and incorporating porous materials into the project design. Compliance with these requirements would ensure that stormwater would be captured and retained on-site, and would minimize the risks of erosion, flooding, or excess stormwater in the local stormwater drainage system. Potential impacts related to drainage patterns would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(iv) 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 that would impede or redirect flood flows?*
- d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

The project would alter the existing drainage patterns on the undeveloped project site by introducing new structures and pervious surfaces. However, implementation of the project would not alter the course of a stream or river, including the existing drainage on the project site. The project site is located in an area designated as Zone X by the Federal Emergency Management Agency (FEMA), which is outside of the 0.2 percent annual chance floodplain (500-year flood) (map #06065C0785G) (FEMA 2008). Therefore, the project would not impede or redirect flood flows. The

project would not expose people to risk from dam-related flooding or increase the potential for existing levees and dams to fail (Salem 2018). No impact would occur.

A seiche is a standing wave in an enclosed or partially enclosed body of water. The project site is not located near any lakes or other major bodies of surface water. Therefore, there would be no impacts from seiches. The project site is located approximately 50 miles from the Pacific Ocean and is not located within a mapped tsunami inundation area (DOC 2015). The project site is relatively flat and is not subject to mudflows. Consequently, the project would not risk release of pollutants due to project inundation. No impact would occur.

**NO IMPACT**

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# 11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project physically divide an established community?*

The project site is a vacant lot surrounded by other vacant lots. The project does not include any new roads or infrastructure that has the potential to divide any communities. The project site is transected by Desert Lawn Drive, which would be vacated, relocated to the border of the project site. Desert Lawn Drive is not a main or arterial road and its removal and relocation would not divide an established community. There would be no impact.

**NO IMPACT**

*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?*

The project site is currently zoned CC (Community Commercial) and has a land use designation of CC (Community Commercial). As described in Table 17.03-3 of the Municipal Code, gas stations, drive-through fast food, and car washes are conditionally permitted uses in the CC zone, and convenience stores are permitted uses in the CC zone. The project would be consistent with the current zoning and the General Plan designations. There would be no impact.

**NO IMPACT**

*This page intentionally left blank.*

# 12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

There are no known or identified mineral resources of regional or statewide importance in the City (City of Beaumont 2006). Because there are no known mineral resources on the project site or in the vicinity of the site, the project would have no impact on the availability or recovery of mineral resources.

**NO IMPACT**

*This page intentionally left blank.*



# 13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis is based on the Noise Study prepared for the project by Rincon in March 2020, see Appendix F.

## General Noise Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period. Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's noise energy is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. Noise level increases of less than 3 dBA typically are not noticeable.

## **Vibration**

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the US.

## **Regulatory Setting**

### *City of Beaumont General Plan*

The City of Beaumont General Plan identifies sources of noise and provides objectives and policies designed to incorporate noise control in the planning process. To ensure that land uses are developed in compatible noise environments, the City's General Plan establishes noise guidelines for land use planning within the Safety Element. The General Plan Safety Element establishes broad goals and policies to protect residential neighborhoods and other sensitive receptors from any actions, activities, or land uses that could create excessive levels of noise (City of Beaumont 2007).

### *City of Beaumont Code of Ordinances*

The City of Beaumont Code of Ordinances sets forth the City's standards, guidelines, and procedures concerning the regulation of noise. Specifically, Chapter 9.02, Noise Control, of the Beaumont Code regulates noise levels in the City. These regulations are intended to implement the provisions of the General Plan; protect the public health, comfort, safety, welfare, and prosperity of the City's residents; and control excessive, unnecessary, unnatural, or unusually loud noise in the City.

The Beaumont Code sets exterior and interior base ambient noise levels (BANL) for different land use zones based on the time of day, as shown in Table 12 and Table 13. Exterior noise levels are measured from any point relative to the closest point of the source of the noise at the property line of the complaining party (City of Beaumont 2017). If actual noise measurements exceed the levels shown in Table 12, then the actual noise measurements shall be applied as the BANL, per Section 9.02.050 of the Beaumont Code.

**Table 12 Exterior Base Ambient Noise Levels**

Zone Use	Time	BANL (dBA Leq)
Residential	10 p.m. – 7 a.m.	45
Residential	7 a.m.– 10 p.m.	55
Industrial and Commercial	10 p.m. – 7 a.m.	50
Industrial and Commercial	7 a.m.– 10 PM p.m.	75

Source: City of Beaumont Municipal Code Section 9.02.050

**Table 13 Interior Base Ambient Noise Levels**

Land Use	Time	Decibels
Residential	10 p.m. – 7 a.m.	35
Residential	7 a.m.– 10 p.m.	45
School	7 p.m. – 10 a.m. (while school is in session)	45
Hospital	Anytime	45

Source: City of Beaumont Municipal Code Section 9.02.080

Section 9.02.070 of the Beaumont Ordinance Code sets maximum allowable exceedances of exterior and interior residential noise levels for specific durations, as shown in Table 14 and Table 15.

**Table 14 Maximum Exterior Residential Noise Levels**

Noise Level Exceeded (dBA above BANL)	Maximum Duration Period
5	15 minutes any hour
10	5 minutes any hour
15	1 minute any hour
20	Not permitted

Source: City of Beaumont Code of Ordinances Section 9.02.070

**Table 15 Maximum Interior Residential Noise Levels**

Noise Level Exceeded (dBA above BANL)	Maximum Duration Period
5	5 minutes any hour
10	1 minute any hour
> 10	Not permitted

Source: City of Beaumont Code of Ordinances Section 9.02.080

Section 9.02.090 of the Beaumont Ordinance Code prohibits maximum nonresidential noise levels from exceeding the BANL for nonresidential land uses as specified by applicable development agreements and development standards. Section 9.02.110(D) states that a machine or device used for producing, reproducing, or amplifying sound may not be used or operated if it causes the sound level to exceed 40 dBA on the interior of a residence. Section 9.02.110(G) states that machinery,

devices, and equipment, including air conditioners, may not create noise that would cause the noise level at the property line of the property on which the equipment or machinery is operated to exceed the BANL by 5 dBA.

Additionally, Section 9.02.110(F) of the Beaumont Code regulates construction noise. Construction activities may not occur on construction sites within one-quarter of a mile of an occupied residence between 6:00 p.m. and 6:00 a.m. during the months of June through September or between 6:00 p.m. and 7:00 a.m. during the months of October through May without the written consent of the building official. Noise from construction activities during permitted hours is allowed to exceed sound levels set forth in Section 9.02 as long as no activity causes sound levels to exceed 55 dBA for a duration of more than 15 minutes as measured in the interior of the nearest occupied residence or school.

### Existing Project Area Noise Conditions

The primary sources of noise in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) along Oak Valley Parkway and I-10 as well as railroad operations. The Union Pacific Sunset Route line is located approximately 110 feet southwest of the site (at its closest point), and the tracks are used primarily for freight traffic.

In order to determine existing noise levels, two 15-minute noise measurements were recorded near the project site between 7:31 a.m. and 8:06 a.m. on April 2, 2018 using an ANSI Type II integrating sound level meter. Noise Measurement (NM) 1 was taken on the southeast boundary of the project site; measured noise levels are representative of existing ambient noise levels along I-10. NM 2 was taken on the northwest boundary of the project site and is representative of existing ambient noise levels along Oak Valley Parkway. NM 2 also captured noise from a freight train travelling along the Union Pacific line. Figure 7 shows the noise measurement locations. Table 16 summarizes noise measurement activities and results. Average noise levels are provided in Leq for a 15-minute measurement period (Leq[15]); Lmin and Lmax are also provided.

**Table 16 Project Site Noise Monitoring Results**

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)	Lmin (dBA)	Lmax (dBA)
1	Southeast boundary of project site, along Desert View Road	7:51 – 8:06 a.m.	150 feet <sup>1</sup>	72.2 <sup>3</sup>	56.7	89.4
2	Northwest boundary of project site, along Oak Valley Parkway	7:31 – 7:46 a.m.	30 feet <sup>2</sup>	71.0	54.9	89.9

See Appendix F for noise monitoring data.

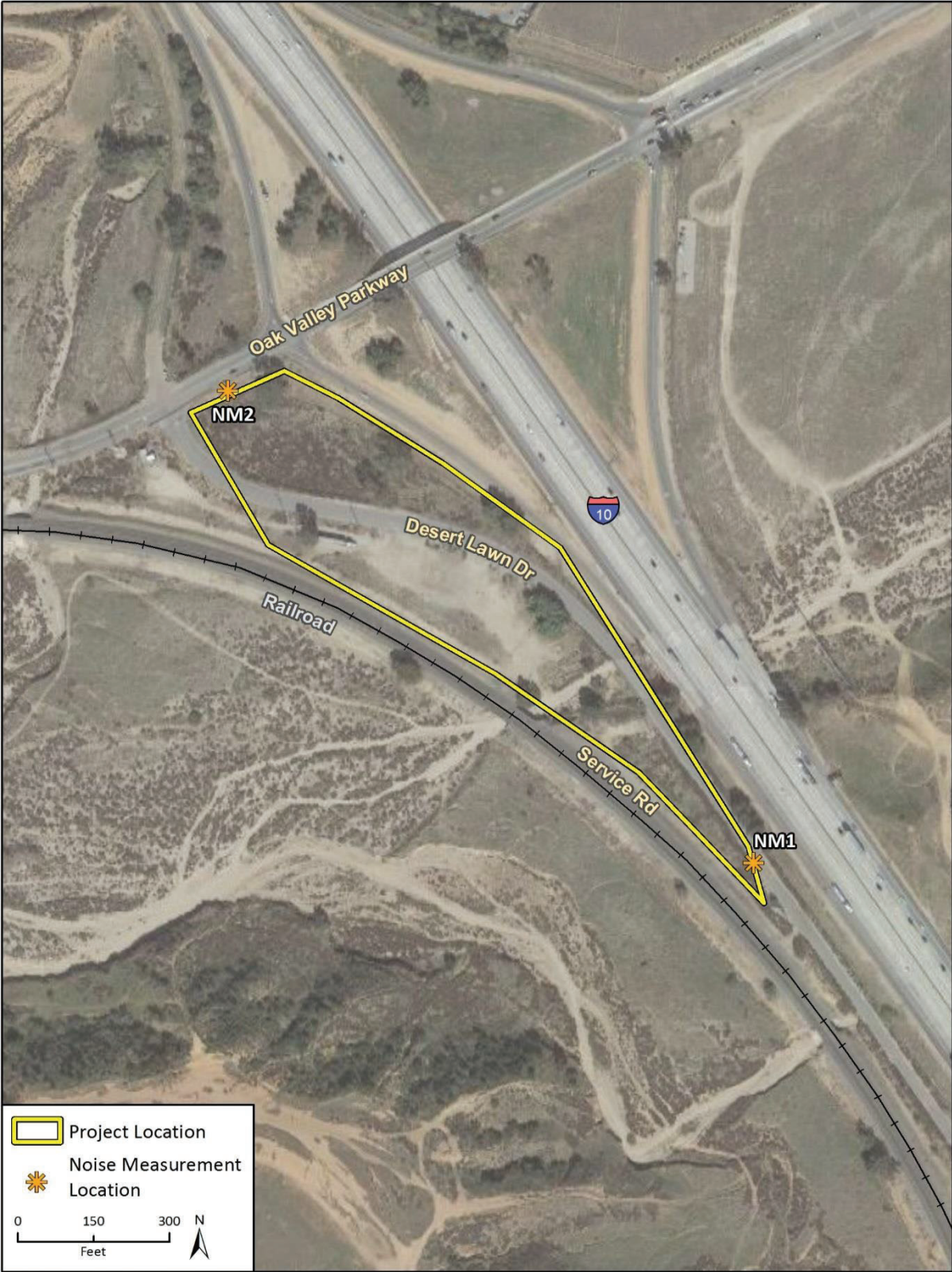
<sup>1</sup>Distance to centerline of Interstate 10.

<sup>2</sup>Distance to centerline of Oak Valley Parkway.

<sup>3</sup>A freight train passed behind the meter during the first four minutes of NM 1.

Source: Rincon Consultants, field measurements on April 2, 2018, using ANSI Type II integrating sound level meter

Figure 7 Sound Measurement Locations



Imagery provided by Google and its licensors © 2018.

Fig. 10 Noise Measurement Locations - Attachment

## Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The City of Beaumont General Plan considers sensitive land uses to include schools, parks, and residential areas (City of Beaumont 2007). Noise sensitive receptors nearest to the project site include single-family residences approximately 1,200 feet (0.23 mile) to the northwest. Additional single-family residences are located approximately 1,700 feet (0.32 mile) southeast and 1,800 feet (0.35 mile) northeast of the project site across I-10. Oak Valley Golf Club, a public golf course, is located approximately 1,625 feet (0.31 mile) northeast of the project site across I-10.

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

## Construction

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. Table 17 shows the maximum expected construction noise levels at the nearest sensitive receptor based on the combined construction equipment anticipated to be used concurrently during each phase of construction (Rincon 2020; Appendix F).

**Table 17 Construction Noise Levels by Phase**

Construction Phase	Equipment	Estimated Noise at Nearest Sensitive Receptor at 1,200 feet (dBA Leq)
Demolition	Concrete/Industrial Saw, Excavator (3), Rubber Tired Dozer (2)	59
Site Preparation	Tractor/Loader/Backhoe (4), Rubber Tired Dozer (3)	59
Grading	Dozer, Grader, Tractor/Loader/Backhoe (3), Excavator	58
Building Construction	Generator, Crane, Forklift (3), Tractor/Loader/Backhoe (3), Welder	57
Architectural Coating	Air Compressor	46
Paving	Paver, Roller (2), Cement/Mortar Mixer (2), Tractor/Loader/Backhoe, Paving Equipment (2)	55

See Appendix A for CalEEMod construction list and Appendix F for RCNM data sheets.

As shown in Table 17, construction noise could be as high as 59 dBA Leq at the nearest sensitive receptors. Construction noise would be significant if construction activities occur between 6:00 p.m. and 6:00 a.m. during the months of June through September or between 6:00 p.m. and 7:00 a.m. during the months of October through May, as set forth by the City of Beaumont's Code of Ordinances. The Code of Ordinances also states that construction noise would be significant if noise exceeds 55 dBA for a duration of more than 15 minutes as measured in the interior of the nearest occupied residence. The manner in which dwelling units in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 25 dBA with closed windows (Federal Transit Administration [FTA] 2018). Therefore, maximum construction noise in the

interior of the nearest residence would be approximately 34 dBA, which would not exceed the 55dBA standard. In addition, maximum construction noise would not exceed the BANL of 63.8 dBA Leq at the nearest noise sensitive receptors. Therefore, noise from project construction would not exceed applicable standards and impacts would be less than significant.

## **Operation**

The primary on-site noise sources associated with operation of the project would include vehicle circulation noise (e.g., engine startups, alarms, parking) associated with Oak Valley Parkway and I-10. Noise levels from on-site operational noise sources were estimated at the nearest noise-sensitive receptors by calculating the noise levels from equipment and the distance to receptors. It is assumed that the project would operate 24 hours per day, thereby generating daytime and nighttime operational noise. Because the project would operate 24 hours per day, sources of operational noise during nighttime hours would remain generally the same as during daytime hours. Therefore, for a conservative estimate of operational noise impacts, the following analysis assumes that daytime and nighttime operational noise sources would be the same.

Project operation would result in a significant noise impact if it would generate noise exceeding the following standards outlined in the City's Municipal Code. Section 9.02.110(D) states that no machine or device used for producing, reproducing or amplifying sound may cause the sound level within the residence of any complaining person to exceed 40 dBA at the interior of a residence. Section 9.02.110(G) states that machinery, devices, and equipment, including air conditioners, may not create noise that would cause the noise level at the property line to exceed the BANL by more than 5 dBA. Because the property lines surrounding the site are vacant, operational noise impacts were determined at the nearest occupied property line, residences to the west of the site.<sup>1</sup>

In addition, if the project would increase noise levels at residential uses above standards in Table 12 and Table 13, it would have a significant noise impact. Car wash and HVAC noise are continuous sources of on-site operational noise that would occur simultaneously. Therefore, car wash and HVAC noise were added together and compared to City standards as a conservative estimate of operational noise. Sources of instantaneous on-site operational noise, such as parking lot noise, would be intermittent and are therefore analyzed separately and compared to City noise standards.

## **Continuous On-site Operational Noise**

### *Car Wash Noise*

The reference noise level for car wash noise is 77.7 dBA Leq at 40 feet (Rincon 2020). The acoustical center of the car wash would be located approximately 1,560 feet southeast of the nearest residential property line. With noise attenuation of 6 dBA per doubling of distance, noise from the car wash would be approximately 46 dBA Leq at the nearest residential property line.

### *Heating, Ventilation, and Air Conditioning (HVAC) Equipment*

HVAC equipment would occur on the project site at the convenience market and the drive-through restaurant. This equipment typically has noise shielding cabinets, is placed on the roof or within mechanical equipment rooms and is not usually a significant source of noise. Noise from HVAC equipment ranges from 60 to 70 dBA Leq at 15 feet from the source (Rincon 2020). For a conservative estimate, this analysis assumes that HVAC equipment generates a noise level of 70 dBA

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<sup>1</sup> There is no complaining party, as defined by the Beaumont Municipal Code, at the adjacent property lines because they are vacant.

Leq at 15 feet from the source. Based on the project site plans, the convenience market and fast-food restaurant would be located approximately 1,490 feet and 1,670 feet southeast of the nearest residential property line, respectively. Table 18 summarizes the noise level at the project site property line and at the nearest residential property line, based on noise attenuation of 6 dBA per doubling of distance. Noise from HVAC equipment would be approximately 33 dBA Leq at the nearest noise sensitive receptor.

**Table 18 Noise from HVAC Equipment**

Land Use	Distance to Residences (feet)	Noise Level at Nearest Residences (dBA Leq)
Convenience Store	1,490	30.1
Fast Food Restaurant	1,670	29.1
Summed dBA Leq		32.6

See Appendix F for summed noise calculations.

*Drive-through Noise*

The project would include a fast-food drive-through restaurant that would generate noise from idling passenger vehicles, engine ignition, microphones, and conversation. Based on representative noise measurements conducted by Rincon Consultants in 2016 for the San Ramon Drive-Thru Development Noise Study, a fast-food drive-through generates a noise level of approximately 66 dBA Leq at 30 feet (Rincon Consultants 2016). Although the fast-food restaurant would have split drive-through lanes, the predominant source of noise (i.e. idling vehicles) would not increase in the drive-through, but instead would be condensed into an area farther from off-site receptors as vehicles queue; therefore, the reference noise level of 66 dBA Leq at 30 feet would still be applicable. The closest sensitive receptors to the drive-through are residences located approximately 1,750 feet northwest of the drive-through. At this distance, noise exposure at residences would be approximately 31 dBA Leq.

*Overall Continuous On-site Operational Noise*

There nearest property lines to the project site are vacant. Therefore, the overall continuous noise analysis evaluates noise impacts at the nearest developed property line. The property line of nearby residences would be exposed to multiple sources of continuous operational noise at any given time. Therefore, to determine the total continuous operational noise level that nearest noise sensitive receptors would be exposed to, the sum of on-site car wash, HVAC equipment noise, and drive-through restaurant noise was calculated. The total continuous on-site operational noises are summarized in Table 19.



**Table 19 Total Operational Noise**

Noise Source	Noise Level at Property Line of Nearest Residences (dBA Leq)
Car Wash Operation	45.9
HVAC Equipment	32.6
Drive-Through Restaurant	30.7
Summed dBA Leq	46.2

See Appendix F for summed noise calculations.

As shown in Table 19, operational activities on the project site would generate a noise level of approximately 46 dBA Leq at the nearest residential property line. The existing sound wall adjacent to single-family residences along Oak Valley Parkway would reduce operational noise by at least 5 dBA to approximately 41 dBA Leq (Rincon 2020). Therefore, continuous project operational noise would not exceed the City’s exterior BANL daytime or nighttime standards of 55 dBA Leq and 45 dBA Leq, respectively, for residential uses.

*Interior Residential Noise Impacts*

The manner in which dwelling units in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 25 dBA with closed windows (FTA 2018). As shown in Table 20, residences would not be exposed to project operational noise that would result in an exceedance of the City’s daytime or nighttime interior noise standards.

**Table 20 Interior Noise Levels at Nearest Residences**

Receptor	Time Period	Exterior Noise Level (dBA Leq) <sup>1</sup>	Interior Noise Level (dBA Leq) <sup>2</sup>	Interior Noise Standard (dBA Leq)	Interior Noise Standard Exceeded?
Nearest Residences	Daytime	46.2	21.2	45.0	No
Nearest Residences	Nighttime	46.2	21.2	35.0	No

<sup>1</sup> See Table 19 for exterior operational noise levels.

<sup>2</sup> Interior noise takes into account a 25 dBA exterior to interior noise attenuation from standard building construction (FHWA 2006).

**Off-site Traffic Noise**

The project would generate new vehicle trips that would use area roadways. Based on the ITE’s trip generation rates shown in Table 24 and utilized in the Traffic Impact Analysis (LSA 2020), the project would generate approximately 1,013 new net daily vehicles on Oak Valley Parkway. The 1,013 new net daily trips generated by the project (see Table 24) were added to the existing 10,420 daily trips for a total of 11,433 daily trips under existing plus project conditions. It was assumed that all project trips would use Oak Valley Parkway. Roadway noise was modeled using the HUD DNL Calculator for existing and existing plus project conditions.

Table 21 summarizes the transportation noise modeling results. The project would increase roadway noise on Oak Valley Parkway by 0.5 dBA Ldn under existing conditions. Roadway noise impacts would not exceed the FTA threshold of 1 dBA for allowable increase in noise exposure. Therefore, impacts would be less than significant.

**Table 21 Existing Plus Project Transportation Noise Levels**

Modeled Location	Estimated dBA Ldn				
	Existing (2018) [1]	Existing Plus Project (2021) [2]	Project Change [2]-[1]	Impact Criteria <sup>1</sup>	Significant Impact?
Residences north of Oak Valley Parkway	69.2	69.7	0.5	> 1	No

See Appendix F for noise model inputs and output results.

<sup>1</sup>See Table 9 of Appendix F for FTA significance thresholds.

Notes: Actual roadway noise levels at the residences would be 5 dBA lower than the modelled results because of noise attenuation provided by the existing sound wall adjacent to single-family residences along Oak Valley Parkway. In addition, modelled roadway noise levels are higher than measured ambient noise levels because a conservative vehicle mix was used in accordance with the County of Riverside General Plan Appendix I (Noise Element Data). However, the vehicle mix observed by Rincon Consultants during the 15-minute noise measurement and traffic count consisted of substantially fewer medium and heavy trucks than estimated by the County. See Section 3.1.1 of Appendix F for further discussion.

**LESS THAN SIGNIFICANT IMPACT**

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

Vibration impacts would be significant if they exceed the following FTA thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the FTA outlined human response to different levels of groundborne vibration and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day.

Construction activity associated with the project would create groundborne vibration. Operation of the project would not generate significant ground-borne vibration as the project would not require the use of heavy industrial machinery. Therefore, this analysis considers vibration impacts only from project construction.

Groundborne vibration levels at nearby sensitive receptors were calculated using reference vibration levels for construction equipment provided in the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018). To determine ground-borne vibration impacts, vibration was modeled at the nearest sensitive receptors and buildings, consisting of single-family residences approximately 1,200 feet northwest of the project site. Construction vibration levels were calculated at the sensitive receptors using the VdB of the highest impact pieces of equipment that would be used during project construction, which include the large dozer, loaded truck, and vibratory roller at 1,200 feet from the source as listed in Table 22 (FTA 2018).

**Table 22 Vibration Levels at Sensitive Receptors**

Equipment	Vibration Level (VdB) at 1,200 feet
Large Dozer	37
Loaded Truck	35
Vibratory Roller	44

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See Appendix F

As shown in Table 22, operation of a large dozer, loaded truck, and vibratory roller would generate peak vibration levels of approximately 44 VdB at the nearest vibration-sensitive receptors and buildings. Such vibration levels would not exceed the threshold of 72 dBA for residences and buildings where people normally sleep, nor would it exceed recommended thresholds of 90 VdB for extremely fragile buildings or 94 VdB for fragile buildings. Vibration impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- 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?*

As discussed in Section 9, *Hazards and Hazardous Materials*, the airport nearest to the project site is the Banning Municipal Airport located approximately 8.5 miles to the east. In addition, there are no private airstrips in the vicinity of the project site. Therefore, the project would not result in noise impacts related to airports. Impacts would not occur.

**NO IMPACT**

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# 14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

- 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)?*

According to the California Department of Finance (DOF), the City of Beaumont has an estimated population of 48,237 with an average household size of 3.29 persons (DOF 2018; U.S. Census Bureau 2017). The Southern California Association of Governments (SCAG) estimates a population increase to 80,600 by 2040 which is an increase of 60 percent or 32,333 persons (SCAG 2017).

The project would not result in an increase in population but would add approximately 49 jobs, as discussed under Section 3, *Air Quality*. Employees for the development would likely be from the existing local population in Beaumont and the project would not be expected to attract any new residents to relocate to the project site vicinity. However, conservatively assuming all new employees were to relocate to the City and become new residents, which is unlikely, this would result in population growth of less than one percent. There would no substantial increase in population due to the project. Impacts would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

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

The project would involve construction of a gas station, convenience store, car wash, and restaurant. Because the project site is vacant, the project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

### NO IMPACT

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# 15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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?*

The City of Beaumont is contracted with the Riverside County Fire Department, in conjunction with the California Department of Forestry and Fire Protection (Cal Fire). Therefore, fire protection for the project site is provided by the Riverside county Fire Department (RCFD). The nearest fire station to the project site is the City of Beaumont Fire Station 1 located at 628 Maple Avenue, approximately two miles southeast of the project site.

Since the project site is currently vacant, the project would increase development intensity on the site, which would incrementally increase demand for fire protection services. The project site is not located in a Very High Fire Hazard Severity Zone and would not be exposed to an increased risk of wildfires (CAL FIRE 2009). The project would be required to comply with all Fire Code requirements identified in the County Municipal Code, Chapter 8.32 and would not place an unanticipated burden on fire protection services and would not affect response times or service ratios such that new or expanded fire facilities would be needed. Therefore, the project would not create the need for new or expanded fire protection facilities. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Police protection services in Beaumont are provided by the Beaumont Police Department (BPD). The project site is served by the BPD station located at 660 Orange Avenue approximately 2 miles southeast of the project site. As discussed in Section 14, *Population and Housing*, the project would not add any new residents to the City population. Though literature is mixed, there are studies that have shown there is the potential for alcohol outlets to increase crime. However, according to the BPD, project is not anticipated to cause substantially delayed response times, degraded service ratios or necessitate construction of new facilities (City of Beaumont 2018c). Police officers would be able to access the site with standard response times in the event of a crime. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The project site is within the Beaumont Unified School District (BUSD). BUSD operates 13 schools, including seven elementary schools, two middle schools, two high schools, an independent study institute, and an adult education school (BUSD 2018). BUSD has a current enrollment of 10,337 students (Education Data Partnership 2018). The nearest school is Tournament Hills Elementary School, located approximately 1.1-mile northwest of the project site. As discussed in Section 14, *Population and Housing*, the project, which is non-residential, would not result in an increase in population. There would be no need for new or alterations of school facilities. No impact would occur.

#### **NO IMPACT**

- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.5. *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?*

Recreational amenities in the City of Beaumont include 17 city parks (City of Beaumont 2018a). The closest recreational amenity is a public golf course, located approximately 0.3-mile northeast of the project site. Refer to Section 16, *Recreation*, for more information on recreational facilities.

The Beaumont Library District is located at 125 East 8th Street, approximately 1.6 mile southeast of the project site. As discussed in Section 14, *Population and Housing*, the implementation of the



project would not result in an increase in local population and nor demand of any new provisions of the City of Beaumont's services and facilities. Because the project would not introduce new residents to the area, there would be no need for any new or altered facilities. There would no impact.

**NO IMPACT**

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# 16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?*

As discussed above under Section 16, *Public Services*, recreational amenities in the City of Beaumont include 17 City parks and other parks located within the Beaumont Cherry Valley Recreation & Park District (BCV Parks 2018). These recreational amenities include parks, soccer fields, horse arenas, dog parks, R/V sites, tennis courts, hockey arenas, horseshoe pits, picnic areas, baseball and softball fields, and more. As discussed above under Section 15, *Population and Housing*, the project would not directly increase population, and therefore would not result in increased use of parks. The project site is currently vacant and there are no recreational facilities present in the immediate vicinity. Therefore, the project would not result in the need for new or altered recreational facilities. The development of the gas station, car wash structure, convenience store, and restaurant with drive-through would have no impact related to parks and recreation.

**NO IMPACT**

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# 17 Transportation

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

The following analysis is based in part on a Traffic Impact Analysis (TIA) prepared for the project by LSA Associates, Inc. (LSA) in December 2018. See Appendix G for the TIA.

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

The project site does not currently have sidewalks nor bike lanes. However, the project would provide bicycle parking spaces in compliance with the California Green Building Standards Code. Public transit provided by the City of Beaumont Transit System is available approximately half mile west of the project site at the Oak Valley Parkway and Gateway Drive bus stop. The project would not involve construction or operational activities that would adversely affect public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. No impact would occur.

**NO IMPACT**

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

**Construction-related Traffic**

Construction would involve the use of on- and off-road heavy equipment, including dozers, graders, cranes, and pavers. Maximum daily construction-related trips would be approximately 18 vehicle trips and would occur during the paving phase, as calculated in the California Emissions Estimator Model (CalEEMod) (see Table 23).

**Table 23 Construction Phase Vehicle Trips**

Phase	Vendor Trips per Day	Construction Worker Trips per Day	Total Trips per Day
Site Preparation	0	5	5
Grading	0	10	10
Building Construction	3	8	11
Paving	0	18	18
Architectural Coating	0	2	2

Source: Salem 2018a, see Appendix A

The amount of construction-related traffic would be nominal compared to the existing daily traffic volume of 10,420 along Oak Valley Parkway (LSA 2020). Although large trucks entering and exiting the project site have the potential to disrupt local traffic patterns and increase safety risks to vehicles, the segment of Oak Valley Parkway fronting the project site is located adjacent to the freeway. Therefore, truck traffic would not cause a substantial impact to traffic traveling along Oak Valley Parkway. Construction traffic-related impacts would be less than significant.

### Operational Traffic

To evaluate the effects of the project's traffic on transportation infrastructure, the TIA evaluated the significance of traffic impacts in terms of level of service (LOS). The TIA does not include analysis of vehicle miles travelled (VMT), as VMT analysis threshold is not required to be adopted by the City until July 1, 2020. However, according to guidance from the Office of Planning and Research in their December 2018 Technical Advisory new local-serving retail development typically redistributes shopping trips by adding new retail opportunities improving retail destination proximity (Office of Planning and Research 2018). Therefore, it is presumed that local serving retail development would create a less than significant transportation impact. Generally, retail smaller than 50,000 square feet is considered local serving. The project would include an 18-pump fuel station; a 3,800 square-foot convenience store; a 1,500 square-foot car wash; and a 4,000 square-foot drive-through restaurant or approximately 9,300 square feet of new retail development. Therefore, VMT impacts from the project would be less than significant.

The City of Beaumont threshold for acceptable operating conditions for signalized and unsignalized intersections is LOS D or better. Caltrans considers an acceptable LOS to be between C and D at all intersections. However, for freeway segments and ramp merge/diverge areas, the *Caltrans Guide for the Preparation of Traffic Impact Studies* (2002) states that transition between LOS C and D may not be feasible and allows the local jurisdictions to set the LOS threshold. As a result, most jurisdictions in Riverside County do not use the Caltrans Measure of Effectiveness (MOE) as it is not attainable in most areas of Southern California. Instead, most jurisdictions require LOS E, which is in accordance with Riverside County Congestion Management Program (CMP) guidelines, dated December 2011. Therefore, LOS E is used for freeway segments and ramp merge/diverge areas.

The project would generate vehicle trips associated with commercial development, including employee and customer passenger vehicle trips. Table 24 provides an estimate of the number of AM and PM peak hour trips and total average daily trips (ADT) generated by the project (LSA 2020). As shown in Table 25, the project would generate 1,013 ADT, including 75 AM peak hour and 66 PM peak hour trips.

**Table 24 Estimated Project Traffic Trip Generation**

ITE Land Use	Weekday Peak Hour		Total Daily Trips
	AM	PM	
Gas Station with Convenience Store/Car Wash	38	32	552
Fast-Food Restaurant with Drive-Through Window	37	34	461
<b>Total Trips Generated</b>	<b>75</b>	<b>66</b>	<b>1,013</b>

Note: Table shows net trip generation. These estimates include pass-by and diverted trip reductions, as shown in Table 5-A of LSA 2020, Appendix G.

Source: Table 5-A of LSA 2020, Appendix G

In accordance with City guidance, the TIA analyzes LOS at nearby intersections to evaluate the project’s traffic impacts using methodologies recommended in the *Highway Capacity Manual* (HCM). Six intersections were included in the analysis:

- Desert Lawn Drive/Oak Valley Parkway
- Desert Lawn South/Oak Valley Parkway
- Project Driveway 1/Desert Lawn South
- Project Driveway 2/Desert Lawn South
- I-10 Eastbound Ramps/Oak Valley Parkway
- I-10 Westbound Ramps/Oak Valley Parkway

The TIA also evaluates the following the following roadway segments:

- I-10 Eastbound West of Oak Valley Boulevard Off-Ramp
- I-10 Eastbound Between Oak Valley Boulevard Off-Ramp and Oak Valley Boulevard On-Ramp
- I-10 Eastbound East of Oak Valley Boulevard On-Ramp
- I-10 Westbound East of Oak Valley Boulevard Off-Ramp
- I-10 Westbound Between Oak Valley Boulevard Off-Ramp and Oak Valley Boulevard On-Ramp
- I-10 Westbound West of Oak Valley Boulevard On-Ramp

The TIA determines LOS at each of the study intersections for the following scenarios:

- (a) Existing Conditions
- (b) Existing Conditions with Project
- (c) Project Opening Year (2020) plus Other Developments (Cumulative Conditions)
- (d) Project Opening Year (2020) plus Other Developments plus Project (Cumulative plus Project Conditions)

### Existing Conditions

Existing intersection peak hour LOS is shown in Table 25. As shown in Table 25, four intersections currently operate at an unsatisfactory LOS:

- Desert Lawn Drive/Oak Valley Parkway
- Desert Lawn South/Oak Valley Parkway

- I-10 Eastbound Ramps/Oak Valley Parkway
- I-10 Westbound Ramps/Oak Valley Parkway

As shown in Table 7-B of Appendix G, all freeway segments are currently operating at satisfactory LOS (LSA 2020).

### **Existing Conditions with Project**

As shown in Table 25 one intersection currently operates at an unsatisfactory LOS:

- Desert Lawn Drive/Oak Valley Parkway (AM peak hour)

With the addition of project traffic, two intersections would operate at an unsatisfactory LOS:

- Desert Lawn Drive/Oak Valley Parkway (AM peak hour)
- Desert Lawn South/Oak Valley Parkway (AM peak hour)

As shown in Table 7-B of Appendix G, all freeway segments are forecast to operate at a satisfactory LOS (LSA 2020). The project does not create operational deficiencies at the intersection of Desert Lawn Drive/Oak Valley Parkway since the intersection is already forecast to operate at an unsatisfactory LOS under existing conditions. However, the project contributes to the existing deficiencies at this intersection, and Mitigation Measure T-1 would be required. The intersection of Desert Lawn South/Oak Valley Parkway is forecast to operate at an unsatisfactory LOS under existing with project condition. Therefore, the project would have a significant impact at this intersection. With the installation of the traffic signal at I-10 Eastbound Ramps/Oak Valley Parkway the intersection of Desert Lawn South/Oak Valley Parkway is forecast to operate at a satisfactory LOS. Therefore, no significant impact would occur.



**Table 25 Existing with and without Project Peak Hour Levels of Service**

Intersection	Existing		Existing plus Project		Change	Significant Impact?
	Delay	LOS	Delay	LOS		
<b>AM Peak Hour</b>						
Desert Lawn Drive/Oak Valley Parkway	35.7	E	39.0	E	3.3	Yes
Desert Lawn South/Oak Valley Parkway	13.8	B	66.6	F	52.8	Yes
Desert Lawn South/Project Driveway 1	N/A		9.1	A	N/A	No
Desert Lawn South/Project Driveway 2	N/A		8.6	A	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	36.7	D	38.6	D	1.9	No
I-10 Westbound Ramps/Oak Valley Parkway	31.0	C	30.7	C	(0.3)	No
<b>PM Peak Hour</b>						
Desert Lawn Drive/Oak Valley Parkway	10.5	B	11.0	B	0.5	No
Desert Lawn South/Oak Valley Parkway	11.7	B	33.1	D	21.4	No
Desert Lawn South/Project Driveway 1	N/A		9.2	A	N/A	No
Desert Lawn South/Project Driveway 2	N/A		8.6	A	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	30.0	C	31.7	C	1.7	No
I-10 Westbound Ramps/Oak Valley Parkway	29.8	C	29.9	C	0.1	No
Note: LOS = Level of Service, N/A = intersection would be built as part of the proposed project, ( ) = negative number/decrease in delay Delay is measured in seconds. Source: Table 7-A of Appendix G, LSA 2020						

**Cumulative Year (2020) without Project Conditions**

Cumulative traffic volumes forecast for study area intersections assume the development of approved and pending projects located in Beaumont and the immediate surrounding area that would add traffic to the study area intersections. These projects are shown in Table 26. Table 4-C of Appendix G provides trip generation estimates were developed for the cumulative development projects using previously-published traffic studies, trip generation rates provided by the City, and trip generation rates published in the ITE Trip Generation Manual (LSA 2020).

**Table 26 Cumulative Development Projects Trip Generation**

Number	Project	Land Use	Size
1	Summerwind Ranch at Oak Valley	Residential, Commercial/Retail	712 DU, 663.20 TSF
2	Fairway Canyon SCPGA	Residential, Commercial/Retail	1,750 DU, 707.41 TSF
3	Tournament Hills 3	Residential	279 DU
4	Heartland	Residential, Commercial/Retail	981 DU, 942.20 TSF
5	Sunny-Cal Specific Plan	Residential, Commercial/Retail	571 DU, 153.68 TSF
6	County-Club Village	Congregate care, assisted living, senior housing, medical/dental building, retail, hotel, restaurant	150 DU, 105 beds, 12 DU, 60 DU, 30 TSF, 22.5 TSF, 3.2 TSF, 150 room, 3 TSF
7	Prologis	Warehouse	1,881.79 TSF
8	Oak Valley Village	Commercial/retail	490 TSF
9	Kirkwood Ranch	Residential	403 DU
10	Nobel Creek Vistas	Residential	648 DU
11	Oak Valley Town Center Commercials	Commercial/retail	254 TSF
12 <sup>2</sup>	Sundance Specific Plan	Residential	505 DU

Note: TSF = thousand square foot; DU = dwelling unit  
 Source: Table 4-C of Appendix TIA, LSA 2020

*Impacts to Intersections*

Table 27 shows intersection impact for cumulative and cumulative plus project conditions. As shown in Table 27, under cumulative conditions without the addition of project traffic, the following intersections would operate at unsatisfactory LOS:

- Desert Lawn Drive/Oak Valley Parkway
- Desert Lawn South/Oak Valley Parkway
- I-10 Eastbound Ramps/Oak Valley Parkway
- I-10 Westbound Ramps/Oak Valley Parkway

As shown in Table 7-F of Appendix G, all freeway segments are forecast to operate at a satisfactory LOS (LSA 2020).

**Table 27 Cumulative (2020) with and Without Project Peak Hour Levels of Service**

Intersection	Without Project		With Project		Change	Significant Impact?
	Delay	LOS	Delay	LOS		
<b>AM Peak Hour</b>						
Desert Lawn Drive/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Project Driveway 1	N/A		9.3	A	N/A	No
Desert Lawn South/Project Driveway 2	N/A		8.7	A	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
I-10 Westbound Ramps/Oak Valley Parkway	45.8	D	46.0	D	0.2	No
<b>PM Peak Hour</b>						
Desert Lawn Drive/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Project Driveway 1	N/A		9.4	A	N/A	No
Desert Lawn South/Project Driveway 2	N/A		8.8	A	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
I-10 Westbound Ramps/Oak Valley Parkway	45.3	D	46.0	D	0.7	Yes
<p>Note: LOS = Level of Service, N/A = intersection would be built as part of the proposed project or cannot calculate change because the delay is over 100</p> <p>Delay is measured in seconds.</p> <p>Source: Table 7-E of Appendix G LSA 2020</p>						

As shown in Table 27, under cumulative conditions with the addition of project traffic, the following intersections would operate at unsatisfactory LOS:

- Desert Lawn Drive/Oak Valley Parkway
- Desert Lawn South/Oak Valley Parkway
- I-10 Eastbound Ramps/Oak Valley Parkway
- I-10 Westbound Ramps/Oak Valley Parkway

Project-related traffic would have a cumulatively considerable contribution to the cumulative traffic impact at these four intersections because the project would contribute additional traffic to intersections that would operate unsatisfactorily under cumulative conditions without project traffic. Therefore, impacts would be potentially significant, and the project would be required to implement Mitigation Measure T-1 and Mitigation Measure T-2. However, a planned interchange improvement at I-10/Oak Valley Parkway would widen the bridge from two lanes to six lanes. The I-10 eastbound off-ramp would also be realigned with the intersection of Desert Lawn South/Oak Valley Parkway, and Oak Valley Parkway would be widened to six lanes east and west of the interchange. These improvements would result in acceptable traffic operations at those locations.

### *Impacts to Roadway Segments*

As shown in Table 7-F of Appendix G, all freeway segments are forecast to operate at a satisfactory LOS with the addition of traffic from cumulative projects and project-related traffic. Therefore, cumulative impacts to roadway segments would be less than significant.

### **Mitigation Measures**

#### *T-1 Desert Lawn Drive/Oak Valley Parkway*

The project applicant shall be responsible for the costs associated with construction and installation of a traffic signal at the intersection of Desert Lawn Drive/Oak Valley Parkway. The traffic signal shall be constructed prior to any Certificate of Occupancy.

#### *T-2 Desert Lawn South/Oak Valley Parkway*

The project applicant shall be responsible for the cost, construction, and installation of adding a northbound left-turn lane, a westbound left-turn lane, and a receiving lane for the northbound left-turn lane on the west leg of Desert Lawn South/Oak Valley Parkway.

### **Significance After Mitigation**

Implementation of the two identified transportation system improvements would improve the intersection operating conditions at the studied to the City's LOS standard of LOS D or better (LSA 2020). The applicant would be responsible for the costs of construction and installation for the traffic signal at the intersection of Desert Lawn Drive/Oak Valley Parkway. The Desert Lawn South/Oak Valley Parkway intersection is listed as a project in Beaumont's Transportation Uniform Mitigation Fee (TUMF) Program and the applicant would be responsible for paying its applicable fee. Therefore, with implementation of Mitigation Measures T-1 and T-2, the project's contribution to the cumulative traffic impact at these intersections would be less than significant.

### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)??*

The project would not include sharp curves, dangerous intersections, or incompatible uses that would increase hazards. The new roadway, relocated of Desert Lawn Drive, would be designed to meet applicable safety standards and codes and, therefore, would not cause a safety hazard. The City of Beaumont Fire Protection and Planning Section provides plan submittal and application review for new development. Therefore, emergency access issues would be reviewed during the application review. Furthermore, implementation of Mitigation Measures T-1 and T-2 would require the project applicant to pay a fair share toward transportation system improvements, which would increase the safety of the circulation system through lane addition and intersection signalization. Impacts would be less than significant.

### **LESS THAN SIGNIFICANT IMPACT**

*d. Would the project result in inadequate emergency access?*

The project would result in the relocation of the existing Desert Lawn Drive and access to the project site would be provided via two driveways on Desert Lawn Drive, which would accommodate adequate emergency access. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>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</p>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. 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
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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 project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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 2024.1?*

As discussed in Section 3, *Cultural Resources*, no cultural resources were found to be present during the records search and field survey of the project site (see Appendix C). In addition, the City prepared and mailed notice letters to 43 potentially interested Native American stakeholders on November 14, 2018 for a 30-day consultation request period. During the consultation period the City received responses from six of the 43 tribal representatives that were notified of the project: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Morongo Band of Mission Indians, Pauma Band of Luiseno Indians, Rincon Band of Luiseno Indians, and San Manuel Band of Mission Indians. Two of the tribes requested consultation the Augustine Band of Cahuilla Indians and Morongo Band of Mission Indians. The Augustine Band of Cahuilla Indians contacted the City on November 26, 2018 stating they were unaware of specific cultural resources that may be affected by the project but requested to be notified if any cultural resources are discovered during project development. The Morongo Band of Mission Indians contacted the City on December 6, 2018 requesting consultation under AB 52 as well as copies of the Phase I report and records search results. The Morongo Band of Mission Indians also asked that the City impose standard conditions regarding cultural and archaeological resources. Mitigation Measure CUL-2 is similar to the standard condition of approval requested by the Morongo Band of Mission Indians related to human remains. In addition, Mitigation Measure TCR-1 would address the Morongo Band of Mission Indians concerns related to unanticipated discovery of Native American cultural resources. For a summary of responses from each tribe see Appendix H.

Although excavation and grading is not expected to uncover tribal cultural resources, the possibility for such resources to be encountered cannot be completely ruled out because the site is currently undeveloped. Implementation of Mitigation Measure TCR-1 would reduce potential impacts to tribal cultural resources to a less than-significant-level by ensuring that any discovery of archaeological resources of Native American origin are appropriately identified and processed, as applicable.

### **Mitigation Measure**

The following mitigation measure would reduce potential impacts to tribal cultural resources to a less than significant level.



*TCR-1 Unanticipated Discovery of Tribal Cultural Resources*

A qualified archaeologist shall be present during ground-disturbing activities associated with project construction, in order to identify any unanticipated discovery of tribal cultural resources. In the event that archaeological resources of Native American origin are identified during project construction, the qualified archaeologist will consult with the City to conduct appropriate Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required by a Native American monitor. This determination shall be made at the discretion of the construction period archaeological monitor, and in coordination with the City.

Implementation of Mitigation Measure TCR-1 reduce potential impacts to tribal cultural resources by ensuring that any tribal cultural resources encountered during project activities are handled in a suitable manner.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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# 19 Utilities and Service Systems

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

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- 
- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

## Water

Water service to the project site would be provided by the Beaumont-Cherry Valley Water District (BCVWD). The BCVWD has a diverse water supply portfolio that allows it to maintain a reliable water supply to current and future customers, with supply sources including groundwater, stormwater capture/recharge, imported water, and non-potable groundwater supplying non-potable use needs. BCVWD's average daily demand (2014) is 11.3 MGD, with maximum daily demand of 17.0 MGD (BCVWD 2016). BCVWD is capable of meeting demand even under maximum use scenarios and multi-day power outages. An 80,000 acre-feet storage account managed by the Beaumont Basin Watermaster is also available to provide additional water supply for the City of Beaumont. In addition, BCVWD may develop new and improved water sources in the future, including enhanced use of stormwater capture and urban runoff capture (BCVWD 2017).

According to the CalEEMod results, the project would demand approximately 1.45 million gallons per year or approximately 4.5 acre feet per year (AFY). This represents approximately two percent of BCVWD's projected water supply in 2020 of 2,200 AFY (BCVWD 2017). The project would be accommodated using existing water supplies. As described in Section 10, *Hydrology and Water Quality*, BCVWD manages the water supply for long-term safe yield. Sufficient water is available to serve the project site. Therefore, this impact would be less than significant.

## Wastewater Treatment

The City's wastewater is delivered to the City of Beaumont's Wastewater Treatment Plant (BWTP) which currently provides the primary treatment for up to 4 million gallons per day (MGD) of wastewater. The City is currently planning to expand the plant treatment capacity from 4 MGD to 6 MGD. The City currently releases effluent from BWTP at an estimated 1.8 MGD, resulting in available capacity of 2.2 MGD under current conditions or 4.2 MGD with the expansion (City of Beaumont 2018).

The project would create demand for an estimated 1.75 million gallons of water per year according to CalEEMod estimations (see Appendix A). Assuming that 100 percent of this water use would be treated as wastewater, the project would generate approximately .005 MGD (4,783 gallons per day). This increase would demand less than one percent of the available capacity at the BWTP. The project would not require the construction of new treatment facilities as the BWTP would have adequate capacity to treat the wastewater produced by the proposed project. Impacts would be less than significant.

## Stormwater Drainage

As discussed in Section 10, *Hydrology and Water Quality*, the project would increase impervious surfaces on-site. The project would create more than 10,000 square feet of impervious surface, constituting "New Development" under the MS4 permit. Therefore, the project would be required to implement BMPs towards the goal of maintaining or replicating the site's pre-development hydrologic regime. The project would also comply with NPDES Construction General Permit Requirements, which require a sediment and erosion control plan.

The project would utilize a bioretention basin along the eastern border of the project site along the relocated road to detain stormwater runoff. Because the project would be required to implement BMPs and to maintain stormwater flow on the site in a manner similar to existing conditions, impacts to stormwater drainage would be less than significant.

## Electric Power

The project would increase demand for electric power at the project site. As shown in Table 28, the project would increase electricity demand by approximately 223,833 kilowatt hours (kWh) per year.

**Table 28 Estimated Electric Power Demand**

Land Use	Electricity Demand (kWh/year)
Convenience Market with Gas Pumps	25,793
Fast Food Restaurant with Drive Thru	189,920
Parking Lot	8,120
<b>Total Increase in Electricity Demand</b>	<b>223,833</b>

Source: CalEEMod Annual Operational Outputs Appendix A

The project site is located in the electric power service area of Southern California Edison Company (SCE) (SCE 2019). The project is located near existing utilities infrastructure, due to residential and commercial development within 0.25 mile west and north of the site.

The project would require modification of existing electrical transmission and distribution systems to connect the development to the electricity supply. Section 17.04.100 of the Beaumont Code of Ordinances identifies the developer or owner of a property as the responsible party for utility service connections, in cooperation with a utility company. Underground installation is required for telephone, cable television, and similar wires that provide customer service, as well as all electrical distribution lines of 16 kilovolts or less. Undergrounding of utility lines reduces wildfire hazards and aesthetic impacts. While ground disturbance is required for underground installation, the disturbance would occur on the project site as part of construction activities.

Because the project would not require the electricity supplier to expand its service area and would comply with Beaumont Code of Ordinances requirements for underground facilities, impacts related to electric power facilities would be less than significant.

## Natural Gas

Natural gas service in Beaumont is provided by the Southern California Gas Company (SoCal Gas). The project would increase demand for natural gas at the project site. As shown in Table 29, the project would increase electricity demand by approximately 1.2 million kilo-British thermal units (kBTU) per year.

**Table 29 Estimated Natural Gas Demand**

Land Use	Natural Gas Demand (kBTU/year)
Convenience Market with Gas Pumps	82,562
Fast Food Restaurant with Drive Thru	1,093,760
Parking Lot	0
<b>Total Increase in Natural Gas Demand</b>	<b>1,176,322</b>

Source: CalEEMod Annual Operational Outputs Appendix A

A transmission line and a high pressure distribution line for natural gas run west to east across I-10 approximately 800 feet north of the project site. The project may require modification of these existing natural gas facilities. However, new pipelines would only be required for a short distance along the existing highway and exit Oak Valley Parkway exit ramp. Ground disturbance would be minimal and would occur on previously disturbed land. Natural gas service would be provided to the project in accordance with the rules and regulations of SoCal Gas on file with and approved by the CPUC. Impacts related to natural gas would be less than significant.

### **Telecommunications**

The project may require modification of existing telecommunications lines near the project site in order to connect to the new development. The project is located near existing telecommunications infrastructure, due to existing residential and commercial development within 0.25 mile west and north of the site.

As described above, undergrounding is required for telecommunication lines. Because the project site is near existing telecommunication infrastructure and would comply with Beaumont Ordinance Code requirements for underground utilities, impacts related to telecommunications facilities would be less than significant.

### **LESS THAN SIGNIFICANT IMPACT**

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

Construction and operation of the project would generate solid waste. The project site would be served by the Lamb Canyon Sanitary Landfill located in the County of Riverside approximately four miles south of the project site. The Lamb Canyon Sanitary Landfill has a current average daily throughput of approximately 1,868 tons per day and maximum permitted throughput of 5,000 tons per day (California Department of Resource Recovery and Recycling [CalRecycle] 2018). Therefore, the facility's unused capacity is approximately 3,132 tons per day. In accordance with 2016 CALGreen requirements, the project would be required to achieve a minimum of 65 percent diversion rate for construction waste. According to CalEEMod, the project operation would generate approximately 0.16 tons of solid waste per day. This represents less than one percent of the available capacity at the Lamb Canyon Sanitary Landfill.

The project would be required to comply with Chapter 8.14 of the Beaumont Municipal Code, which mandates recycling for commercial facilities. Owners, landlords, tenants, and occupants associated with the site would be required to deposit recyclable materials into City-provided containers, designate recycling collection and storage areas with signage, and ensure that employees and contractors are aware of recycling requirements.

Because the project would be served by a landfill with sufficient capacity and would comply with applicable regulations related to solid waste, impacts would be less than significant.

### **LESS THAN SIGNIFICANT IMPACT**

## 20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project site is designated Local Responsibility Area for fire protection responsibility and is not in a very high fire hazard severity zone (VHFHSZ). Local Responsibility Areas with fire hazard severity designated Very High occur approximately 0.5 mile south and southeast of the project site (CAL FIRE 2009).

As described in Section 18, *Transportation*, the project would provide emergency access, and would not result in significant impacts to the circulation system after implementation of traffic mitigation measures. Therefore, the project would not substantially adversely affect emergency response or evacuation. Because the project is not in a very high fire hazard severity zone and would not adversely affect emergency response or evacuation, this impact would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

**Oak Valley Parkway and Interstate 10 Commercial Development Project**

- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

As described above, the project site is not in a VHFHSZ. Development of the 3.03-acre project site would not substantially change the existing fire hazards in the area. The project would require standard infrastructure associated with commercial development, such as water and electricity, but would not require infrastructure associated with fire hazard prevention/response other than a water connection. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As described above, the project site is not in or near a VHFHSZ or state responsibility area. The project site is relatively flat. As described in Section 8, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, there are no substantial hazards related to landslides or flooding in the vicinity of the project site. Therefore, impacts related to post-fire flooding or landslide risks would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**



# 21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. 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)?</p>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

As discussed in Section 4, *Biological Resources*, the project site does not include any mapped essential habitat connectivity areas in the immediate vicinity of the project site. Regional wildlife movement is restricted due to the urbanized nature of Beaumont. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. Furthermore, there is little suitable habitat for special-status species on the site, except for potential burrowing owl and nesting bird habitat. As noted under Section 4, *Biological Resources*, there are no burrowing owls present on the project

site; however, the project may affect nesting birds and has potential habitat for burrowing owls. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce impacts to a less than significant level by requiring nesting bird and burrowing owl surveys. As noted under Section 5, *Cultural Resources*, there are no structures on the site. Therefore, there would be no impact related to the elimination of important examples of California history.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- 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)?*

As described in the discussion of environmental checklist Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, and Transportation (See CEQA Guidelines Section 15064(h)(3)). As shown on Figure 4-3 of the TIA there are 12 proposed projects in the vicinity of the project site that were analyzed as part of the cumulative traffic analysis (Appendix G). The closest projects to the site are approximately 1,200 feet east of the project site across I-10. Therefore, these projects are not close enough to the site to result in cumulative impacts from impacts such as noise and hydrology. CalEEMod was utilized to assess the air quality and GHG impacts resulting from the project, concluding that the impacts associated with these two issues were less than significant impacts. As discussed in Section 17, *Transportation*, project-related traffic would have a cumulatively considerable contribution to the cumulative traffic impact at one intersection. Implementation of Mitigation Measure T-1, which include signalization of the intersection of Desert Lawn Drive/Oak Valley Parkway, and T-2 which would involve the payment to contribute to improvements at Desert Lawn South/Oak Valley Parkway, would reduce cumulative traffic impacts to a less than significant level. Other resource areas (agricultural and mineral) were determined to have no impact. Therefore, the project would not contribute to cumulative impacts related to these issues. Several resource issues (e.g., geology, hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant with mitigation incorporated.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 9, *Hazards and Hazardous Materials*, and Section 14, *Noise*, the project would not result, either directly or indirectly, in adverse hazards related to hazardous materials or noise. As discussed in Section 3, *Air Quality*, with incorporation of Mitigation Measures T-1 and T-2, the project would not result in adverse effects on human beings from carbon monoxide hot spots. Compliance with applicable rules and regulations and recommended mitigation measures would reduce potential impacts on human beings to a less than significant level.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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