

INITIAL STUDY

**RV STORAGE FACILITY
36805 BROOKSIDE AVENUEFR**

**CITY OF BEAUMONT
RIVERSIDE COUNTY, CALIFORNIA**



February 2019

INITIAL STUDY

RV STORAGE FACILITY 36805 BROOKSIDE AVENUE CITY OF BEAUMONT RIVERSIDE COUNTY, CALIFORNIA

Prepared for:
City of Beaumont
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February 2019

The City of Beaumont has independently reviewed, analyzed, and exercised judgment in making the determinations contained herein, pursuant to Section 21082.1(c) of the California Public Resources Code, Division 13 (California Environmental Quality Act).

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SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Development Review Committee on _____, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

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

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

1. **Project Title:** RV Storage Facility at 36805 Brookside Avenue
2. **Lead Agency Name:** City of Beaumont
Planning Division
550 E. 6th Street
Beaumont, CA 92223
3. **Contact Person:** Vicky Valenzuela
Phone Number: 909.748.7777
4. **Project Location:** South side of Brookside Avenue parallel to N. Deodar Drive on the eastern border
5. **Geographic Coordinates of Project Site:** 33° 57' 34.44" N, 117° 1' 4.84" W
6. **USGS Topographic Map:** El Casco 7.5-minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 2 South, Range 1 West, Section 31
8. **Thomas Guide Location:** Page 690, Grid C6, San Bernardino & Riverside Counties (2013)
9. **Assessor Parcel Number:** 400-010-011
10. **General Plan and Zoning Designations:** City of Beaumont General Plan~ Single Family Residential
11. **Description of Project:** The City of Beaumont is requiring a Conditional Use Permit to legally establish an existing outdoor Recreational Vehicle (RV) Storage facility. The facility offers year-round RV storage to members of the adjacent Cherry Valley Lakes

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

CRM TECH submitted a written request to the State of California Native American Heritage Commission for a records search in the commission's sacred lands file. The NAHC provided a list dated September 28, 2017 of 22 tribes recommended for contact. On February 1, 2018, the City submitted Assembly Bill 52 (AB 52) notification letters to forty-one (41) Native American tribal governments or designated tribal representatives. Of the 41 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from six (6) tribes. Consultation requests commenced in February 2018 and concluded in September 2018. Details of consultation efforts are discussed in the Tribal Cultural Resource section of this Initial Study.

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant
Impact

Less than Significant
with Mitigation

Less than Significant

No Impact

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

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

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

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effects to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from the checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria of threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

that the CEQA document should evaluate the property pre-development (2003 baseline). The purpose of the CUP is to obtain approval to legally establish the RV Storage Facility.

2.3 PROJECT DESCRIPTION

The Project Site's current use is for the storage of RVs, but the existing RV Storage Facility was constructed prior to the City's annexation of the area and was not issued a Conditional Use Permit for their allowance of an auto parking facility on a non-conforming land use. The Project Site is currently zoned as Single Family Residential and is seeking allowance for their use as an RV Storage Facility. A CUP and a thorough review of the Project Site is needed, and for the purposes of this Initial Study, it will be written using the year 2003 as the baseline for determining the disturbances on the Project Site that occurred pre-RV Storage Facility disturbances. Historic aerial photographs show a history of disking and disturbances on the property dating at least back to 1996 and a vacancy thereafter lasting until 2003. The Project Site is located in the NE ¼ of Section 31, Township 2 South, Range 5 West on the El Casco USGS 7.5-minute Quadrangle Map. Regional access to the Project Site is generally via Interstate 10 at Cherry Valley Exit 90.

The Historical Imagery function on Google Earth was used to determine approximate dates. The Project Site's first signs of disturbance appear to have occurred around October 2005 with the southern half of the Project Site showing the first signs of gravel surfacing with approximately 115 parked RVs. The current approximate count based on aerial photography is approximately 310 parked RVs. From aerial documentation the current buildout of the Project Site has remained consistent since 2009, with no new additional improvements or modifications since then. The vacant northeastern portion of the Project Site has consistently remained as open space and will remain as existing natural terrain. A check-in station measuring 12.6'x 26' (327 square feet) is located on the eastern edge of the Project Site and is the only other construction that has occurred, it serves as the entrance to the RV facility and is used for campground member check-ins. It appears to have been constructed at around the same time that the Project Site was initially surfaced with gravel in 2005 and has remained unchanged since then. Hereinafter this Initial Study addresses the most recent time the property was entirely void of modifications, with 2003 serving as the baseline.

Therefore, the Proposed Project will consist of a legal establishment of an outdoor Recreation Vehicle storage facility through the approval of a Conditional Use Permit that would allow for the RV storage facility to exist within a Single Family Residential zone. The entire Project Site consists of 1,047,540 SF at 24.77 acres. The buildout of the Project Site consists only of 580,221 SF (13.32 acres) of the Site to be graveled surfaced, including interior lighting and a proposed 327 SF check-in station which is to be located at the entrance to provide member check-in services. The Project Site will also include a 6' high chain link fence with related gates as a security measure. Furthermore, 317,934 SF (7.3 acres) of the northern portion of the Project Site is to remain as undeveloped land. The Project Site will share the pre-existing driveway on Brookside Avenue that Cherry Valley Lakes Resort currently uses as their access point. Cherry Valley Lakes Resort shares a border to the south of the Proposed RV storage facility and is also owned by the Project Applicant.

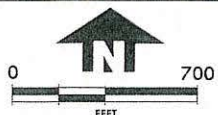


PROJECT SITE

Lat: 33.95910306° N
Lon: 117.01822116° W

PROJECT VICINITY

RV Storage Facility - 36805 Brookside Avenue
City of Beaumont, California



Source: Lilburn Corp., November, 2017.

LILBURN
CORPORATION

FIGURE 2

Section 3

Environmental Checklist Form

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.1 Aesthetics				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?			■	
<p><i>Less than Significant.</i> The Project Site does not contain any specifically-designated scenic vistas that would be affected by implementation of the Proposed Project. The City of Beaumont is located in the San Geronio Pass, which links the central Inland Empire to the west with the Coachella Valley deserts to the east. To the south of the City and the Project Site lie the "Badlands", an open space containing dissected ravines and ridgelines. The Project Site however, lies in the northern portion of the City of Beaumont and does not obstruct natural scenic views and vistas of the Badlands. The Proposed Project's tallest structure is a 6' high chain link fence with barbed wire, the rest of the Site would be graded and paved for storage of RVs. The southern portion of the Project Site is intersected by powerlines running west to east and through adjacent parcels. The implementation of the 6' high chain link fence with barbed wire on-site would not cause obstruction or interfere with distant or panoramic views. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				■
<p><i>No Impact.</i> Implementation of the Proposed Project would not cause damage to any scenic resources or historic buildings on the site or to nearby State Scenic Highways. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. The closest Scenic Highway to the Project Site is Route 243 approximately 11 miles east at the Banning city limits. Otherwise, there are no designated State Scenic Highways within the City of Beaumont and implementation of the Proposed Project would not directly or indirectly affect visual qualities of an existing State Scenic Highway. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			■	
<p><i>Less than Significant.</i> Implementation of the Proposed Project would not cause damage to any existing visual character or quality of the site or its surroundings. The area is not zoned or</p>				

Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■
<p><i>No Impact.</i> Farmland maps are compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). As classified by the FMMP the Project Site is designated as "Urban and Built-Up Land." In Riverside County, "Urban and Built-Up Land" includes land which is occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately 6 structures to a 10-acre parcel.</p> <p>None of the stated conditions applies to the Project Site. But according to Public Resources Code § 21060.1 "agricultural land" is defined as "... prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agricultural land inventory and monitoring criteria, as modified for California."</p> <p>Although during the 1950s-60s, and up to the early 1970s, the site served as part of an expansive agricultural field, the FMMP does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project Site. The most recent Prime Farmland near the Project Site occurred less than a mile south but since 2002 has been categorized as Urban and Built-Up Land. Therefore, no conversion of any such agricultural resources are identified or anticipated, and no mitigation measures are required.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
<p><i>No Impact.</i> The Project Site lies within Urban and Built-Up Land which is a part of the Non-Williamson Act Land within the Riverside County Williamson Act FY 2015/2016 Sheet 1 of 3 according to the California Department of Conservation Division of Land Resource Protection Conservation Program Support. The Proposed Project hence falls into the allowable uses under the Williamson Act Land. The remainder of the majority of the land surrounding the Project Site is occupied as urban and built-up or as non-enrolled land. The existing zoning for the Project Site is designated as Residential Single-Family. A Conditional Use Permit is required to legally allow for the RV Storage Facility to operate. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
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))?				■
<p><i>No Impact.</i> The City of Beaumont does not include any lands designated for forestry-related or timberland. No forest land zoning is located within or near the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				

The project's construction activities were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD. CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include: nitrous oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). In addition, reactive organic gas (ROG) emissions are analyzed. Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction earthwork emissions are considered short-term, temporary emissions and were calculated based on the estimated construction parameters listed below. The resulting emission levels as compared to SCAQMD thresholds are shown in Table 1.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site grading (mass and fine grading), and paving. The emissions from the 327 sq. ft check-in office were assumed to be negligible and were not modeled. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, summer and winter construction emissions, respectively.

In addition, Tables 1 and 2 compares the construction emissions to both the SCAQMD's regional emissions thresholds and localized significance thresholds (LST). The LST thresholds were based on the Banning Airport Source Receptor Area, a 5-acre project site, which is the closest available to the 15-acre project site in the Look-Up Tables and a receptor distance of 25 meters (82 feet), since the LST methodology recommends using the 25 meter threshold for all projects where offsite receptors are located within 25 meters from construction activities.

Table 1
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Site Preparation	4.7	48.2	23.2	0.0	10.9	6.9
Grading	5.2	59.6	36.0	0.0	6.7	4.1
Building Construction	6.0	46.7	44.2	0.0	8.0	3.2
Paving	3.3	14.1	15.2	0.0	0.9	0.7
Architectural Coating	15.9	2.0	5.4	0.0	1.1	0.4
Highest Value (lbs./day)	15.9	59.6	44.2	0.0	10.9	6.9
SCAQMD Threshold	75	100	550	150	150	55
SCAQMD LST Threshold	--	236	2,871	--	21	21
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions.

Phases do not overlap and represent the highest concentration.

II. The Project proponent shall ensure that all disturbed areas are treated to prevent erosion.

III. The Project proponent shall ensure that all earth handling activities are suspended when winds exceed 25 miles per hour.

Exhaust emissions from vehicles and equipment, and fugitive dust generated by on-site activities, would slightly increase NO_x and PM₁₀ levels in the area. Although the Proposed Project would not exceed SCAQMD thresholds during operations, the Applicant would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in earthwork must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
4. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
5. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Tables 1 and 2 shows that the project emissions would be below levels of significance, therefore the Proposed Project would not cumulatively generate a considerable net increase of any criteria pollutant nor violate any air quality standard. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?			■	
--	--	--	---	--

Less than Significant. As shown in Tables 1 and 2, impacts are not anticipated to exceed SCAQMD thresholds. With adherence to SCAQMD Rules 402 and 403, emissions of dust or vehicle exhaust fumes associated with earthwork activities would be short-term and would not expose sensitive receptors to substantial pollutant concentrations as emissions would dissipate. It is anticipated that maintenance activities would be short-term in nature as they would not all occur at the same time nor at the same rate. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant. Project construction equipment would generate odors from the combustion of fuels. The determination of an impact from Project-generated odors is dependent on a number of variables including:

- Nature of the odor source;

upper terrace has no suitable habitat or soils for many-stemmed dudleya. The lower terrace lacks the dense soils preferred by many-stemmed dudleya and is dominated by alluvial fan scrub, non-native grassland and disturbed soils. The project will not impact the lower terrace; therefore, no further surveys are required.

The burrowing owl is a species of special concern that tends to be found in flat open desert scrub. Habitat for the burrowing owl was assessed over the entire property in accordance with MSHCP "Burrowing Owl Survey Instructions" and found neither terrace capable of supporting any active burrows at the time of the survey. However, there is a small likelihood that burrowing owls may use or occupy the lower terrace over time. The Proposed Project however, does not intend on developing the lower terrace of the Project Site so there would be no impacts directly from the Proposed Project. If later it is determined that the Proposed Project will impact the lower terrace, then additional surveys will be required.

The MSHCP also requires any project within the MSHCP boundaries to meet the Stephens kangaroo rat Conservation Plan but the Project Site is not located within the SKR fee area.

Overall, the Project Site is in an area that is relatively developed and substantially fragmented within all the nearby areas. The Proposed Project will mostly affect already impacted areas and will not significantly add to additional fragmentation of habitat or affects to candidate, sensitive, or special status species. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant. The upper terrace of the Project Site has no drainages and therefore is not associated with riparian areas. The lower terrace has three small drainages that are dominated by a mix of alluvial fan scrub, non-native grasslands, and bare ground. Fresh water flow appears to occur only immediately after a rain event and as defined by the MSHCP these drainages are not dominated by shrubs, trees, or emergent mosses and lichens and therefore do not support suitable riparian or riverine habitats. However, the bottom terrace is to remain completely undisturbed. The gravel surfacing from the top terrace will not disturb the drainages.

The field assessment also included a survey for vernal pools which are defined as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season" in the MSHCP. The upper terrace was found to have no vernal pools. The lower terrace which is classified as grassland in the MSHCP is predominantly a mix of bare grounds, alluvial fan scrub, and non-native grassland with sandy loam soils and distinct types of coarse-grained soils that do not flood or pond. Based on the survey results, soil type and history of the property, vernal pools are not present and furthermore, the property is unsuitable for the habitats of the Riverside fairy shrimp which is an endangered species and a component of the MSHCP.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?			■	
<p><i>Less than Significant.</i> The Multiple Species Habitat Conservation Plan (MSHCP) is intended to balance the growth of western Riverside County with the preservation of open space and protection for species. Section 6 of the MSHCP requires for compliance with plan policies pertaining to Riparian/Riverine resources, Narrow Endemic Plant Species, urban wildland interface, and Vernal Pools and Fairy Shrimp Habitat.</p> <p>Of the specific surveys completed for this Proposed Project, it was found that no narrow endemic plant species were observed or determined to be potentially present on the property. The system of drainages on the lower terrace provide riverine but not riparian habitat and should be avoided. There was also no vernal pools or Fairy shrimp associated with the Project Site. The Project Applicant has already established that no development occurs in the lower terrace and therefore no disturbance would occur to any species, habitat, or any potentially jurisdictional waters.</p> <p>The Biological Assessment also included a survey for impact on the urban/wildlife interface by using guidelines from the MSHCP pertaining to open spaces. The Project Site is bordered by open space on the north, which was predominantly farmland with portions still in use. NRAI therefore determined that Project landscaping should avoid the use of weedy, non-native plant species to prevent those species from crossing Brookside Avenue and taking root in the open space. The landscaping of the Proposed RV Site does not integrate further plant species than what is already existing on-site and therefore does not anticipate any impacts and does not require any mitigations.</p> <p>Over all the Proposed Project does not infringe on any provisions established by the Multiple Species Habitat Conservation Plan and allows for the lower terrace to remain undisturbed open space. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				

Site 33-015035, the Hayfield-Chino 220Kv Transmission Line, also known as the Devers- San Bernardino 220 kV Transmission Line, runs immediately outside of the southern boundary of the Project Site. It was constructed by SCE in 1945 but then mostly removed and rebuilt in the 1970s and has since then been determined as not being eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. The remaining five Historical Site were not found within the immediate vicinity of the Project Site and would not be directly or indirectly affected by the Proposed Project and no further consideration would be required. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

■

Less than Significant. Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. In the event that human remains are discovered during grading or other ground disturbing activities, the Project Proponent would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097, et. seq. which requires that if the Coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission whom will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.6 Energy				
Would the project:				
a) Result in potentially significant environment impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			■	
<i>Less than Significant.</i> The Proposed Project is an RV Storage Facility for stationary vehicles. There will be minimal traffic and movement within the Project Site. The major source of energy usage would be that of the interior lighting used within the grounds following compliance with the City's General Plan Safety Element Policy 16. The 327-sf check-in station would be the only other minor source of energy consumption and it is only anticipated to run from 8AM-4PM seven days a week. Project Construction for the Project Site would result in the gravel surfacing of the Site and is not anticipated to last over a week long. The Project Site would not consume unnecessary energy resources. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				

5,000 years. trenching in the late 1980's further concluded that the faults are inactive and not considered to be a ground rupture hazard. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- (ii) *Less than Significant.* The Beaumont Plains Fault Zone (BPFZ) is a series of parallel faults oriented in a northwest to southeast direction and is the closest known fault zone to the Project Site, occurring approximately 2 miles east of the Project Site. The BPFZ has been considered inactive and is not anticipated to contribute severe seismic ground shaking to the Project Site. According to geologic investigations performed by the Department of Conservation, Division of Mines and Geology for the General Plan Draft EIR, studies indicate that no soils within City limits are susceptible to induce or topple at strong seismic ground shaking. Furthermore, construction of the RV Storage Facility and related 327-sf check-in station would be in accordance with applicable requirements of the Uniform Building Code therefore. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- (iii) *Less than Significant.* The effects of an earthquake depend on a number of factors surrounding the area, distance, soil type, and the presence of groundwater. The City of Beaumont General Plan has complied with building codes and has placed structures away from fault traces in order to lessen the effects of any surface rupture. Ground shaking differs in severity depending on the various rock and soil types. Geologic investigations performed by the Department of Conservation, Division of Mines and Geology, determined no such soil conditions exist within the City Limits. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- (iv) *Less than Significant.* Landslides result from the unsettling of soil from the ground motion generated by an earthquake. According to the Beaumont General Plan the areas at greatest risk within the City are found in the slopes typically found within the "Badlands" area which are approximately 3 miles southwest of the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?			■	
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Less than Significant. According to the City of Beaumont's General Plan, soils within the City are classified as Ramona-Placentia, Hanford, and Yolo Soils Association. All of these soils are generally well drained, have low soil permeability, and their inherent fertility is relatively low. Thus, no unusual soil constraints to future development in the City are anticipated. The Project Site contains 6 soils but with majority consisting of Ramona sandy loam which is a well-drained soil with low runoff and moderately high ability to transmit water to the most limiting layer (source: Web Soil Survey from the Natural Resources Conservation Service). The Project Site does not fall within any geological boundary which would contribute to the soil erosion or loss of topsoil to the Project Site or surrounding properties. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

up until the early 1970s, according to NETR Online (1972). What had once been part of an expansive agricultural field then became an abandoned agricultural operation and lay unused up until sometime between 2003-2005. There are no unique geologic features on-site.

Although CRM TECH concluded that no unique paleontological resources occur within the Project Site, there is always the possibility that during ground disturbing activities into older alluvium material, paleontological resources could be discovered. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are:

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

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.8 Greenhouse Gas Emissions				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■	
<p><i>Less than Significant.</i> According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the "lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use." In addition, CEQA Guidelines section 15064.7(c) provides that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts" on the condition that "the decision of the lead agency to adopt such thresholds is supported by substantial evidence."</p> <p>The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City of Beaumont has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.</p>				

zoned the Project Site as a proposed future buildout of Residential Single Family. Considering the greenhouse gas emissions that would be produced by each anticipated home built on the 24.77-acre lot of the Project Site, the greenhouse gas emissions would be more significant than the Applicant's Proposed Project (RV Storage and 327-sf check-in station). The Proposed Project does not exceed SCAQMD thresholds and would generate less greenhouse gas emissions than were anticipated in the City's adopted plan. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.9 Hazards and Hazardous Materials				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
<i>Less than Significant.</i> The Proposed Project does not have any association with asbestos-containing materials or lead paint hazards nor will it transport any hazardous materials off-site that could potentially harm the environment or individuals. Transportation activities associated with RV storage facility would only be that of RVs entering and leaving the Project Site. Compliance with applicable laws and regulations regarding the transport, storage, use, or disposal of hazardous materials would reduce any potential impact. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident condition involving the likely release of hazardous materials into the environment?			■	
<i>Less than Significant.</i> The Proposed Project would not use or handle significant quantities of hazardous materials either on-site or off-site that could cause significant hazards. No hazardous materials would be released into the environment from operational uses or from off-site transportation. In the case that motor oil is accidentally leaked/spilled the Project Site will be equipped with onsite drainage facilities which would prevent hazards from being further released. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
<i>Less than Significant.</i> There are three schools within 2 miles east of the Project Site; Brookside Elementary School, Mountain View Middle School, Beaumont High School and the Beaumont Unified School District. The three schools are all on either Brookside Avenue or Oak View Drive; Brookside Elementary is the nearest, being 1.7 miles from the Project Site. Impacts to these schools is not anticipated to be significant considering the operational uses of the Proposed				

Hazard Severity Zone and is not identified in an area of wildland fire risk. The Proposed Project would not expose people or structures to significant risk or loss, injury or death, involving wildland fires due to its non-operational use and the minimal amount of human interaction with the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.10 Hydrology and Water Quality				
Would the project:				
a) Violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			■	
<i>Less than Significant.</i> The operational usage of the Site is primarily a storage facility for RVs and incurs minimal uses dealing with water and waste discharge. Wastewater treatment demands are minimal and associated only with the check-in office. The check-in office would be connected to the existing septic system on the adjacent Cherry Valley Lakes Campgrounds, also owned by the Project Applicant. The Project Site is not associated with a groundwater recharge facility and would not degrade the quality of groundwater in the City of Beaumont. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			■	
<i>Less than Significant.</i> The Project Site lies just outside of the Beaumont-Cherry Valley Water District which draws a significant portion of its water from the Beaumont Basin as do the City of Banning, Yucaipa Valley Water District, and the South Mesa Water Company. These entities have formed the San Timoteo Watershed Management Authority (STWMA) that provides services to the City of Beaumont. However, the Project Site is serviced by its own water well and does not have an anticipated operational use other than a check-in building and a storage facility for RVs. The usage of the Project Site's water well is minimal and would not be anticipated to interfere substantially with the lowering of any local groundwater table levels. The Project Site is not within or near any groundwater recharge facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				

Proponent shall provide appropriate drainage and water quality facilities on site; and shall contain all stormwater onsite.				
(iv) impede or redirect flood flows?			■	
<p><i>Less than Significant.</i> The Project Site lies on the eastern outskirts of the 100-year flood hazards as delineated by FEMA's National Flood Hazard Layers. Any flows coming from the San Bernardino Mountains continue south and ultimately end up in the San Timoteo Creek which then drain into the Santa Ana River basin. Any flows running through the Project Site would flow further southwest as they have been and would not be impeded or redirected by the Proposed Project. The Proposed Project is 30 percent undeveloped and the remaining land being proposed as gravel surfacing with a minor roadway improvement. The gravel surfacing will allow for infiltration and provide a permeable surface. The 30 percent of land that is to be left undisturbed is the lower terrace of the Project Site which contains three interlinked drainages that may come under agency jurisdiction. However, project development does not extend into this area and no direct or indirect impacts are expected to occur to the lower terrace resulting in no further actions. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
d) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?				■
<p><i>No Impact.</i> Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			■	
<p><i>Less than significant with Mitigation.</i> The City of Beaumont requires a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMD) for the Project Site which would incorporate Best Management Practices. The plans will be made available to the Public Works Department for review prior to Project approval. Otherwise, the City of Beaumont does not have a specific water quality control plan or sustainable groundwater management plan. However, the Conditional Use Permit provides a few requirements for grading that disturbs one acre or more. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are:</p> <p>5.1a A copy of the Notice of Intent (NOI) and waste Discharge Identification (WDID) number from the State Water Resources Control Board</p> <p>5.1b An adequate Storm Water Pollution Plan (SWPPP) shall be prepared and made available to the Public Works Department for review. A copy of the SWPPP shall be on hand at the job site prior at all times during construction.</p> <p>5.2 A final project-specific Water Quality Management Plan (WQMP) shall be submitted</p>				

wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			■	
<p><i>Less than Significant.</i> The Proposed Project does not have an energy or resource intensive operational use. The Project Site is serviced by a private well for their minimal water usage, but it is not anticipated to draw high volumes of water from the well. The Project Site also has its own private sewer system on-site for any minimal uses. The Project Applicant is required to follow CUP storm water requirements. All other utilities are not needed for the Project's Site anticipated usage and would not result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainages, electrical power, natural gas, or telecommunications facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, day and multiple dry years?			■	
<p><i>Less than Significant.</i> The Project Site requires minimal water usage and has a private water well on Site to provide for any anticipated use. The water well is not anticipated to over use or over pump due to the anticipated operational use of the Proposed Project. Dry years would not substantially affect water supply to the Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
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?			■	
<p><i>Less than Significant.</i> According to the Beaumont General Plan Update EIR, incremental expansion of the City's existing wastewater treatment plant is programmed to keep pace with anticipated development within the General Plan Area. At buildout the wastewater treatment plant will provide a minimum treatment capacity of 8.0 million gallons per day (MGD), with treatment to be consistent with the Santa Ana Regional Water Quality Control Board (SARWQCB) requirements. The Project Site, however is not hooked up to the City's system and has a private on-site system. The Proposed Project would not affect the capacity of the City's wastewater system. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
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?			■	
<p><i>Less than Significant.</i> The Project Site is not anticipated to produce solid waste. The operational use of the RV Storage Facility is intended to allow for the long-term storage of RVs. There will be no residential component adding solid waste within the Project Site in excess of State or local standards. The Proposed Project would not hinder the City from</p>				

TCR-2: Treatment and Disposition of Non-Tribal Cultural Resources: If significant resources are identified that are not identified by the qualified archaeologist and consulting tribe(s) as a Tribal Cultural Resources, and the resources is of scientific/historical value, recovered materials shall be deposited in a federal or state recognized curation facility. The final disposition and location of the recovered materials shall be identified and funded by the Applicant and approved by the City. The site record for the resource shall be updated to include the final disposition of the recovered materials.

TCR-3 Treatment and Disposition of Tribal Cultural Resources: In the event that Native American tribal cultural resources are inadvertently discovered during grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:

1. **Documentation:** In conjunction with the qualified archaeologist, the tribal cultural resource shall be document to the extent deemed appropriate by the consulting tribe(s) on the appropriate Department of Parks and Recreation (DPR) 523-series forms. The final disposition of the materials shall also be included on the site form.
2. **Temporary Curation and Storage:** During construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
3. **Treatment and Final Disposition:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City Planning Department with evidence of same:
 - a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
 - b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.18 Tribal Cultural Resources Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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			■	
<i>Less than significant.</i> The Project Site does not fall within a listing under the California or National Register of Historical Resources or any local register of historical resources as defined in PRC section 5020.1 (k). During the cultural resources study on approximately 15 acres of the Project Site, there was only two existing sites of importance in or around the Project Site. The potentially historical finds came in terms of powerlines; They were the 1960 vintage Southern California Edison Devers-Vista 220kV Transmission Line and the 1945-1946 Hayfield Chino 220kV Transmission Line. Of the two it was determined that neither transmission lines were eligible for the National or California Register of Historical Resources causing no significant harm to any "historical resources" in accordance with CEQA. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying 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.		■		
<i>Less than Significant with Mitigation Incorporated.</i> A letter dated September 28, 2017 from the Native American Heritage Commission (NAHC) identified the culturally affiliated tribes and provided the negative results of NAHC <i>Sacred Lands File</i> search. On February 1, 2018, the City submitted Assembly Bill 52 (AB 52) notification letters to forty-one (41) Native American tribal governments or designated tribal representatives. Of the 41 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from six (6) tribes. Responses and consultation requests are summarized herein: <ul style="list-style-type: none"> • San Manuel Band of Mission Indians (February 7, 2018): The tribe responded within the 30-day timeframe under AB 52 but given the nature of this project declined consultation. • Twenty-Nine Palms Band of Mission Indians (February 6, 2018): The tribe responded within the 30-day timeframe under AB 52 but given the nature of this project had no interest in the project and deferred to the comments of other affiliated tribes. 				

Kunzman's trip generation analysis for the Proposed RV Storage Facility is in accordance with the County of Riverside Traffic Impact Analysis Preparation Guide, April 2008; which deems that certain project types because of their size, nature or location, are exempt from the requirement of preparing a traffic impact analysis. The RV Storage Facility fell under the exemption criteria because:

- i. The project does not generate 100 or more vehicles trips during the peak hours based on trip generation data.
- ii. The project does not generate 50 or more vehicle trips during the peak hours at the intersection of two streets designated as Collector or higher.
- iii. The project does not create safety or operational concerns.

Kunzman Associates Inc. prepared a traffic analysis letter stamped and signed by a Registered Professional Engineer in the State of California deeming the Project Site for RV storage as exempt from having a trip impact analysis conducted. The project includes implementation of the following local roadway improvements as conditioned by the City of Beaumont:

- 2.1 Brookside Avenue is classified as a Secondary road type B per the City's General Plan with an ultimate right-of-way width of 88 feet and ultimate paved width of 64 feet. Dedication will be provided along the property's frontage to provide a 44-foot half right-of-way width.
- 2.2 Street improvements on Brookside Avenue will be constructed along the property's frontage to join existing improvements east of site and provide transition to zero-curb on the west side. Improvement plans will be prepared by a registered Civil Engineer and shall be submitted for the City's review and approval.
- 2.3 Street Lighting in accordance with the City of Beaumont Outdoor Lighting ordinance will be submitted in conjunction with the Street Improvement Plans. Street Lights shall also be reviewed and approved by the Public Works Department with appropriate fees paid.
- 2.4 Offsite Improvements will include, but are not limited to:
 - 2.4.1 Curb and gutter. Curb and gutter shall be constructed Per Riverside County Transportation Department Standard No. 200 or as approved by Public Works Department
 - 2.4.2 Parkway landscaping and sidewalk. Sidewalk shall be five (5) foot minimum width or as approved by Public Works Department.
 - 2.4.3 New commercial driveway. New commercial driveway shall be constructed per Riverside County Transportation Department Standard No. 207A as approved by the Public Works Department
 - 2.4.4 Street resurfacing. Provide new asphalt paving along the property's frontage to the centerline of the (new) ultimate half right-of-way width.

b) Police protection?			■	
<p><i>Less than Significant.</i> The Beaumont Police Department located downtown at 660 Orange Avenue provides comprehensive law enforcement services for the City. Currently, the Department is staffed with twenty-five sworn officers and seven non-sworn personnel. The Department is administered by a chief of police and one lieutenant. Four sergeants and thirteen police officers are assigned to the patrol division which operates 24-hours a day. The Proposed Project is anticipated to require minimal police protection services and no new personnel would need to be hired in order to meet project needs. The Proposed Project is to be secured with a perimeter 6' high chain link fence with 2 lock key entrances on the eastern border. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
c) Schools?			■	
<p><i>Less than Significant.</i> The City of Beaumont is serviced by the Beaumont Unified School District educational facilities and services. Currently, the District operates five elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. The Proposed Project would not create a direct demand for public school services, as the subject property would be developed as an RV Storage Facility and is not expected to draw permanent new residents to the region or indirectly generate additional school-aged children. The Proposed Project would not result in the need to construct new public-school facilities in order to accommodate to an influx. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
d) Parks?			■	
<p><i>Less than Significant.</i> According to the City of Beaumont General Plan there are currently 5 main park facilities within the City consisting of approximately 57 acres. Additional Parks and Recreation facilities in the Beaumont area are provided by the Beaumont/ Cherry Valley Recreation and Parks District, which serves Beaumont, Cherry Valley, and portions of Calimesa. The City of Beaumont has implemented General Plan Policies, establishing a requirement for 5.0 acres of parkland dedication and full improvements per 1,000 population resulting from proposed development projects. The Project Site does not propose any residential use or other land use that may generate a population that would increase the use of existing neighborhood or regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of any existing neighborhood or regional park. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
e) Other public facilities?			■	
<p><i>Less than Significant.</i> The Proposed Project is not expected to result in a demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				

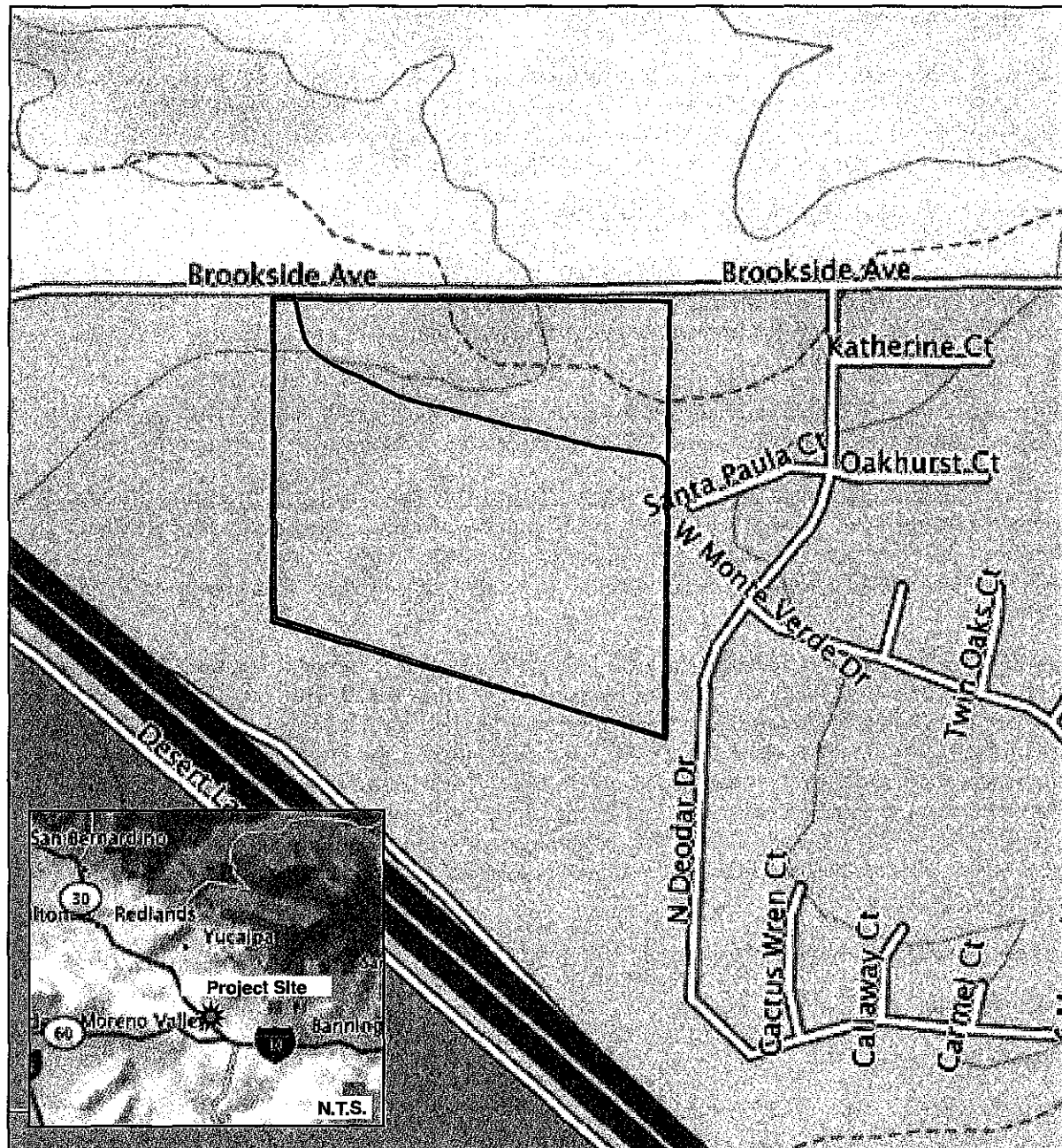
The highest measured hourly noise level was 60.0 dBA L_{eq} measured at the property line. The stationary source noise at the property line of the Proposed Project may result in noise levels of up to 22.7 dBA L_{eq} . Therefore, operations on-site are not projected to exceed the maximum acceptable noise level for the specific land use (55 dBA L_{eq}). Although, maximum noise events of up to 78.4 dB were measured during project operational hours, these events were associated with vehicles travelling on the I-10 Freeway south of the Project Site and from local aircraft overflights. The Proposed Project is not anticipated to violate the City's Municipal Code. Furthermore, interior noise levels are not anticipated to exceed the City's residential interior noise level limit of 45 dBA between the hours of 7AM to 10PM at the surrounding residential uses. In addition, as the RV Storage Facility operations would not occur during nighttime hours, the City's nighttime noise standards would also not be exceeded from the anticipated use.

The focused noise analysis anticipates ambient noise levels for the Project Site to maintain within acceptable levels surrounding the residential uses. In section 9.02.050 the City of Beaumont set a 55dB(A) threshold for Residential uses and a 75 dB(A) for Industrial and Commercial uses between the hours of 7AM-10PM. A measurement of 78.4dB was measured during project operational hours but it was due to the I-10 Freeway's proximity and local aircraft overflights. Noise associated with Proposed Project on-site activities would come from vehicles moving to and from the RV storage area and noise associated with the RV Storage Facility security staff. Therefore, the operations of the Project Site are not anticipated to exceed maximum acceptable noise levels for surrounding uses and no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

The noise impacts anticipated from the RV Storage Facility would be consistent with applicable General Plan and Municipal Code standards. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Generation of excessive ground borne vibration or ground borne noise levels?			■	
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Less than Significant. The Proposed Project Site is to be composed of open parking spaces for the storage of RVs and an operational 327sq check-in building at the entrance of the Project Site. No construction is anticipated other than the surfacing of the Project Site with gravel and the construction of the 327-sf check-in building; neither of which is anticipated to generate significant vibration levels. Construction activities would adhere to City-permitted construction hours being 7am-5:30pm Monday through Friday and 8am-5pm on Saturdays. Any annoyance related impacts would be short-term and below threshold levels. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

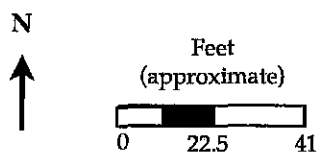


Map Base: El Casco (date unknown) 7.5'
USGS topographic quadrangle

Figure 1. Project Location and Original Site Topography

Legend

-  Property Boundary
-  Project Boundary



RV Storage and Parking
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Appendices

- Appendix A - Plants and Animal Species Observed
- Appendix B - Definitions of Species Status Classification
- Appendix C - Plants to be Avoided in Areas Adjacent to Wildlands

REFERENCES

California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>

California Scenic Highway Mapping System.

http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

City of Beaumont Annex, Local Hazard Mitigation Plan.

<http://beaumontca.gov/DocumentCenter/View/29599>

City of Beaumont General Plan. <http://beaumontca.gov/documentcenter/home/view/63>

EnviroStor Sites and Facilities.

<https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=beaumont%2C+ca>

Fault Activity Map of California.

<http://maps.conservation.ca.gov/cgs/fam/>

Focused Noise Analysis. Kunzman Associates, Inc November 10, 2017.

General Biological Assessment. Natural Resource Assessment, Inc. May 1, 2018.

Multiple Species Habitat Conservation Plan.

<http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/mshcp-volume-one-the-plan/>

Phase I Historical Archaeological Resources Survey. CRM Tech. November 17, 2017.

Riverside County Map My County.

https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

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?			■	
<i>Less than Significant.</i> The Project Site would not require the construction or maintenance of hazardous infrastructure. The proposed use of the Site is a stationary Storage Facility for RVs and is not anticipated to result in heightened fire risks. The design of the Proposed Project provides several access points available to emergency vehicles along the northern and eastern boundaries. The Project would be constructed in accordance with all City-adopted Fire and Building Codes and would be subject to review by the RCFD. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			■	
<i>Less than Significant.</i> The Project Site is not located within a Very High Hazard Severity Zone, as designated by the California Department of Forestry and Fire Protection (CDFFP). Fire protection services within the City are provided by the Riverside County Fire Department and are supplemented by the CDFFP station in Beaumont. For new development, protection from wildland fires is realized through creation of defensible areas around structures and use of fire resistant building materials. General Plan Safety Element Policies 18 through 20 promote public awareness of wildland fire hazards and appropriate from these hazards. The Proposed Project would be required to undergo environmental and building review to ensure adequate and appropriate Site design and construction methods are employed in order to reduce wildland fire risks. Compliance with these measures would ensure that the Project is consistent with Site Planning recommendations and fire-resistant construction requirements. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				

	Potentially Significant Impact	Potentially Significant Impact unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3.21 Mandatory Findings of Significance				
Would the project:				
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, threatened to eliminate a plant or animal community, substantially reduce the			■	

5.6 Habitat Fragmentation and Wildlife Movement

The project will not contribute to ongoing fragmentation of habitat in this area, nor will it substantially affect wildlife movement in this area of Riverside County.

Project Findings

The upper terrace does not support any drainages. It is our professional judgment that the system of drainages on the lower terrace, while not supporting any riparian habitat, may be defined as a jurisdictional water of the CDFW as defined in Section 1600, et al. the California Fish and Game Code.

The system of drainages in the lower terrace are outside any proposed development area and would not be impacted by the project. There will be no indirect impacts to drainages resulting from the development of the upper terrace.

4.7 Raptors, Migratory Birds, and Habitat

Most of the raptor species (eagles, hawks, falcons and owls) are experiencing population declines because of habitat loss. Some, such as the peregrine falcon, have also experienced population losses because of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.

Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals to kill, take, possess or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior Department (16 U. S. Code 703).

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended. State protection is extended to all birds of prey by the CDFW Code, Section 2503.5. No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

Project Findings

At the time of the survey, the parcel had suitable nesting habitat for ground, shrub and tree nesting bird species on the lower terrace. The ornamental and non-native trees on the upper terrace may provide habitat for tree-nesting species.

4.8 Habitat Fragmentation and Wildlife Movement

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of individuals (plants and animals) along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented habitat areas.

Project Findings

The project site is in area that is relatively developed. Native habitats in the nearby surrounding areas are mostly gone and habitat fragmentation in the general area is substantial. The proposed project will mostly impact already impacted areas, and will not add significantly to additional fragmentation of habitat or affects to wildlife movement.

4.5.4 Guidelines Pertaining to the Urban/Wildland Interface (Section 6.1.4)

The Urban/Wildland Interface guidelines of the MSHCP address indirect effects associated with locating development in the MSHCP Conservation Area near wildlands or other open space areas.

Project Findings

The project site is bordered by open space on the north, residential and public use areas on the east and west, and by parking and storage development to the south. The open space to the north is mostly former farmland, portions of which are still in use. However, there is considerable open habitat in this northern area. Project landscaping should avoid the use of weedy, non-native plant species to prevent those species from crossing Brookside Avenue and taking root in the open space.

4.5.5 Habitat Conservation Plan for the Stephens Kangaroo Rat

The species objectives for the Stephens kangaroo rat (SKR) in the Western Riverside MSHCP were designed to incorporate the objectives and be consistent with the Long-Term Stephens Kangaroo Rat Habitat Conservation Plan (SKR Plan). Any projects that are within the MSHCP boundaries must meet the SKR Plan requirements.

Project Findings

The project is not located within the SKR fee area.

4.5.6 Project Relationship to Reserve Assembly, The Pass Area Plan (Section 3.3.10)

Reserve assembly is concerned with the identification of specific areas that are necessary to assemble a sufficiently large and diverse parcel to protect the resources of concern for that reserve. Each Area has a designated conservation plan and is therefore referred to as an Area Plan. The smallest unit is the Cell, which individually form the basis for Cell Groups that make up Area Plans.

The MSHCP defines [Criteria] Cells as "A unit within the Criteria Area generally 160 acres in size, approximating one quarter section", and Cell Groups as "An identified grouping of Cells within the Criteria Area".

All the Cells have been identified during the preparation of the MSHCP and form the basis for identifying areas of sensitivity. Areas outside Cells are generally not considered to have a high sensitivity for the species identified by the MSHCP, although they could have resources such as riparian habitat that are sensitive and require additional analysis.

Project Findings

The property is located within the MSHCP Conservation Area. It is not located within or adjacent to any Criteria Cells.

4.6 Jurisdictional Waters

4.6.1 Army Corps of Engineers

The Corps regulates discharges of dredged or fill material into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The lateral limit of Corps jurisdiction extends to the Ordinary High-Water Mark (OHWM) and to any wetland areas extending beyond the OHWM; thus, the maximum jurisdictional area is represented by the OHWM or wetland limit, whichever is greater.

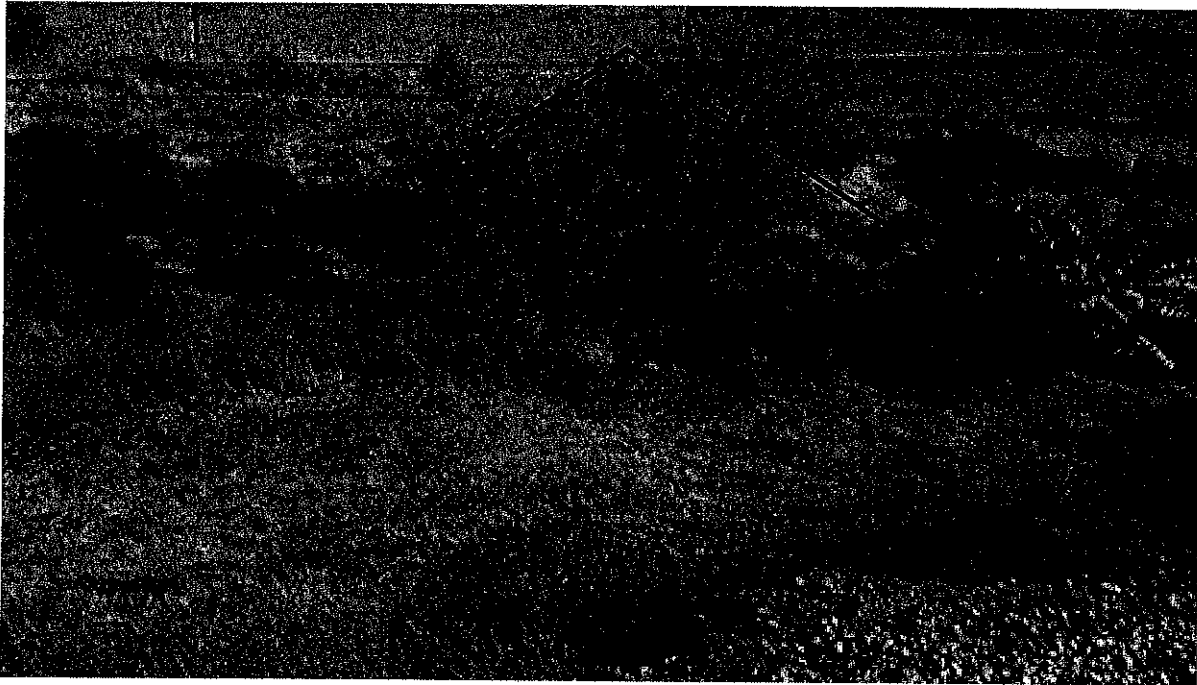


Photo 5. Center line of the main drainage (center of the photograph) showing the lack of riparian habitat.

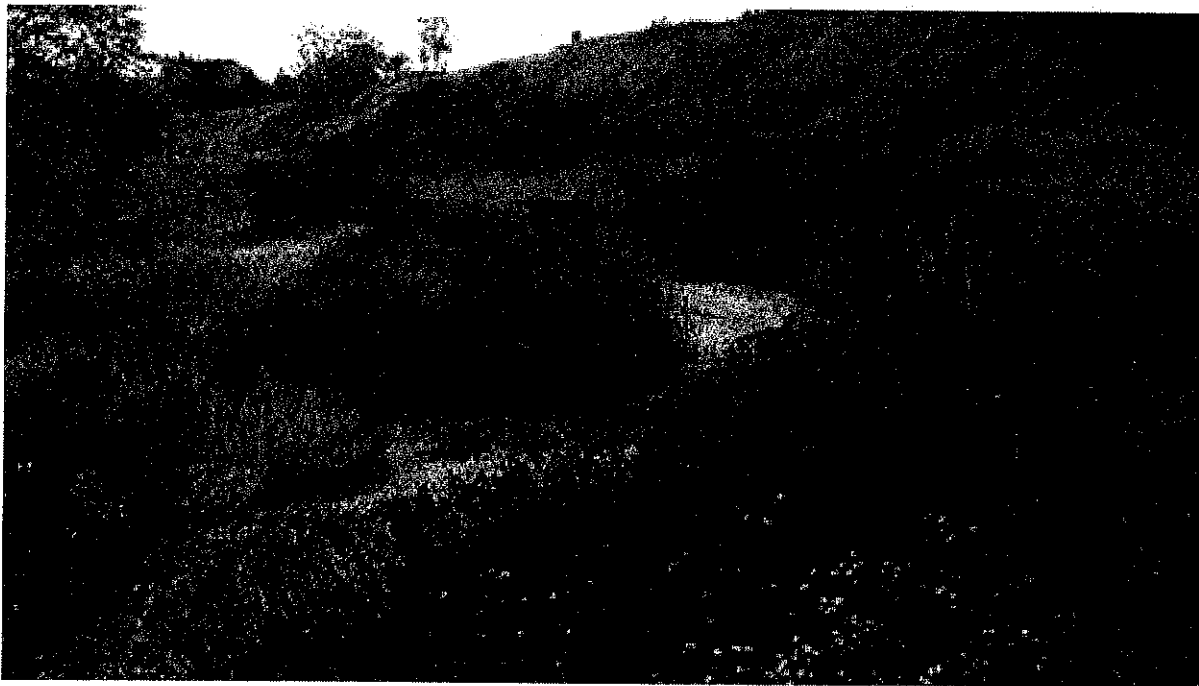


Photo 6. Main drainage showing alluvial fan sage scrub habitat.

Project Findings

As described in the vernal pool section, the property is unsuitable for the formation of vernal pools. The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species typical of vernal pools were observed. There are no other sources of standing water, such as cattle ponds or watering holes that would provide suitable habitat for the vernal pool fairy shrimp.

Project Findings

There are no suitable heavy or clayey soils present in the project area. The upper terrace has no suitable habitat, and the lower terrace lacks the soils and plant community preferred by this species. Yucaipa onion is not expected to be present.

4.5.1.2 Many-stemmed Dudleya

Many-stemmed dudleya (*Dudleya multicaulis*) is a perennial herb that grows from a corm. It is found usually on clay or similarly dense soils in chaparral, coastal scrub, valley and foothill grassland plant communities. It blooms from at an elevation from 15 to 790 meters (50 to 2600 feet). Many-stemmed dudleya flowers from April through July and would not have been visible during the survey.

Many-stemmed dudleya is recorded from Los Angeles, Orange, Riverside, San Bernardino and San Diego counties, specifically the Temescal Mountains in Riverside County. It is threatened by clay mining, off-road activities, grazing, farming and development. It is not listed by the USFWS or the CDFW. It is on List 1B.2 of the CNPS Inventory.

Project Findings

The upper terrace has no suitable habitat or soils for many-stemmed dudleya. The lower terrace lacks the dense soils preferred by many-stemmed dudleya and is dominated by alluvial fan scrub, non-native grassland and disturbed soils.

The proposed development area is confined to the upper terrace and will not impact the lower terrace. Because no suitable habitat exists in the upper terrace, surveys for many-stemmed dudleya are not required.

Please see Appendix B for the definitions of listing status under the USFWS, California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS) listings.

4.5.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2)

4.5.2.1 Riparian/Riverine Areas

Riparian/Riverine Areas are defined by the MSHCP as "*lands which contain Habitat dominated by tress [sic], shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year*".

Project Findings

The upper terrace has no drainages. The lower terrace has three small drainages that are dominated by a mix of alluvial fan scrub, non-native grassland and bare ground (Figure 8, Photos 5 and 6). These drainages do not support suitable riparian or riverine habitat as defined by the MSCHP. Fresh water flow appears to occur only immediately after a rain event.

4.5.2.2 Vernal Pools

Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season . . . Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records" (Riverside County Transportation and Land Management Agency²).

² <http://www.rctlma.org>



Photo 2. Agricultural land and disturbed soil on the lower terrace.

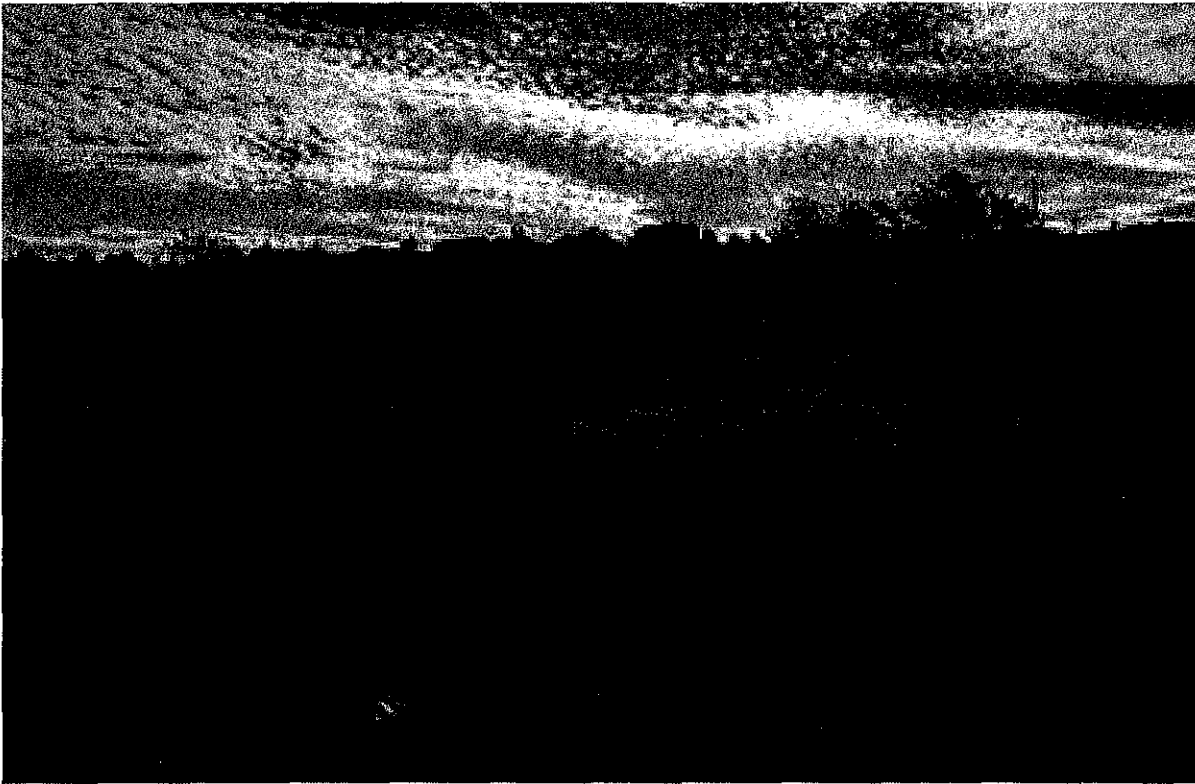


Photo 3. Non-native grassland and alluvial fan scrub on the lower terrace.

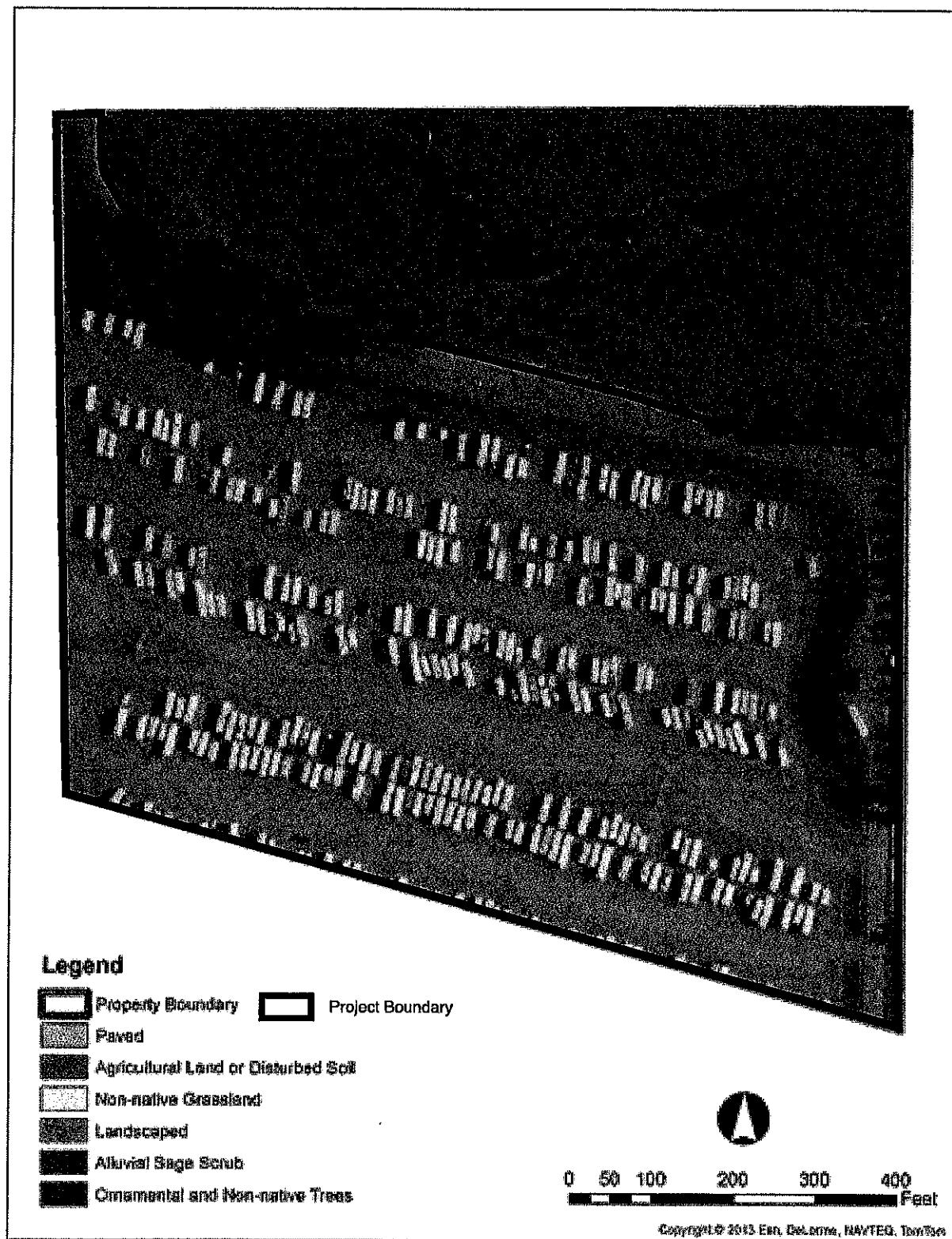
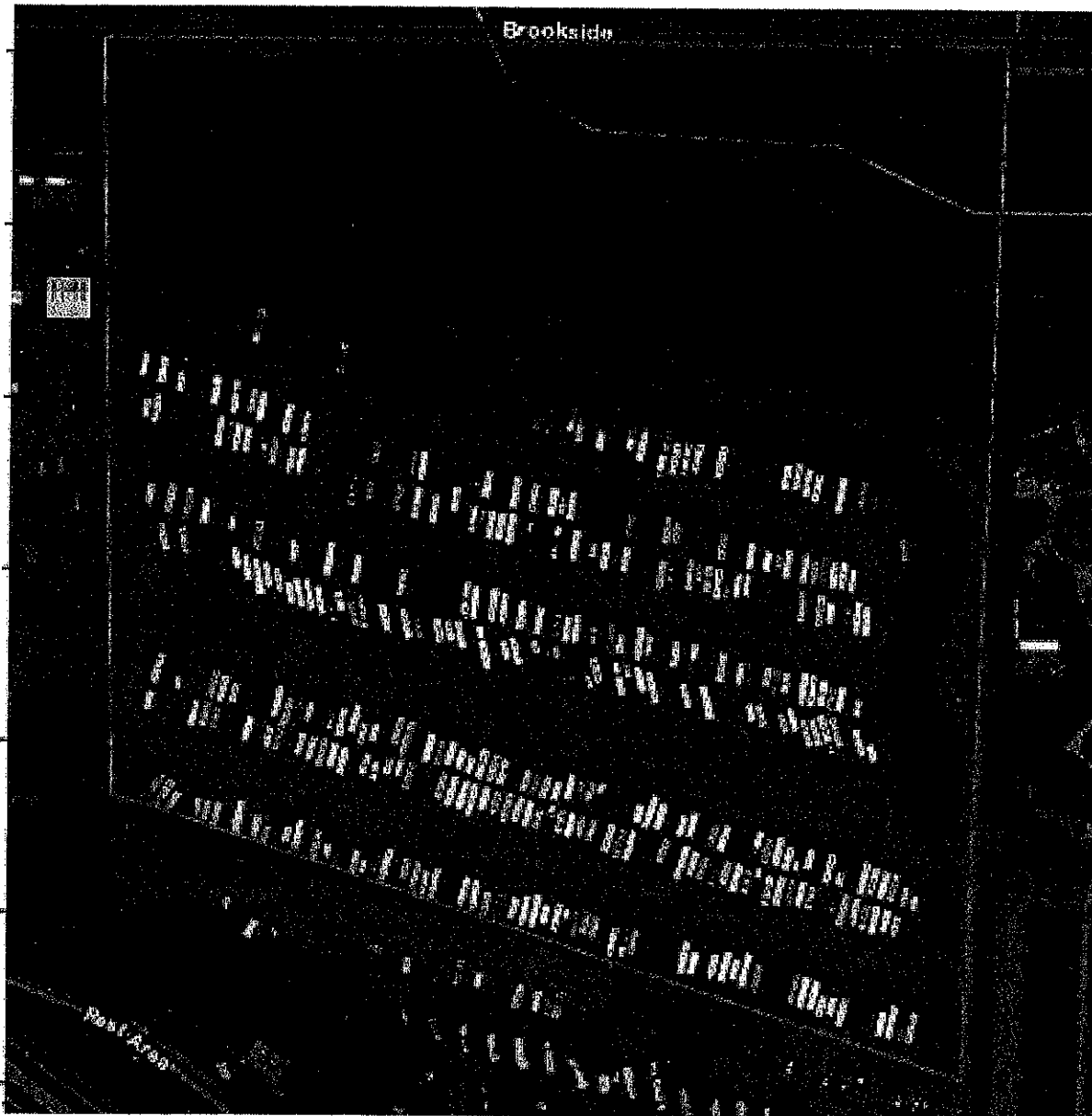


Figure 7. Vegetation Map

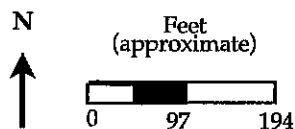
RV Storage and Parking
 APN 400-010-011
 Beaumont, California



Source: Natural Resources Conservation Service 2017

Figure 5. Original Soils Distribution
Mapped by the NRCS.

Soil Legend	
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded
GyD2	Greenfield sandy loam, 8 to 15 percent slopes, eroded
RaB2	Ramona sandy loam, 2 to 5 percent slopes, eroded
RaD3	Ramona sandy loam, 8 to 15 percent slopes, severely eroded
RaE3	Ramona sandy loam, 15 to 25 percent slopes, severely eroded
TeG	Terrace escarpments



May 1, 2018 Beaumont RV Storage LIL17-111

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3.2 Western Riverside County Multiple Species Habitat Conservation Plan

The MSHCP is intended to balance the demands of the growth of western Riverside County with the need to preserve open space and protect species of plants and animals that are threatened with extinction. The MSHCP addresses incidental take of "covered" species. Of 146 species addressed in the Western Riverside County MSHCP, 118 are adequately conserved simply by implementing the conservation program. Incidental take of these 118 species is permitted by the Western Riverside County MSHCP. The remaining 28 species are partially conserved – they would be adequately conserved when certain additional conservation requirements are implemented. The additional requirements are identified in the species-specific conservation objectives for those 28 species.

3.3. Field Assessment

Ms. Karen Kirtland of NRAI and Mr. Ricardo Montijo (subconsultant to NRAI), conducted a biological assessment of the development area on October 15, 2017. The field team evaluated the property habitats, making notes on the general and sensitive biological resources present and taking representative photographs. The survey included habitat assessment surveys for resources covered under the MSHCP survey requirements.

4.0 Results

4.1 Weather, Topography and Soils

Weather at the beginning of the survey was 73 degrees Fahrenheit, with thin stratus clouds, 50 percent cover, and winds approximately one to two miles per hour. By the end of the survey, the temperature was 76 degrees Fahrenheit, with a thin, broken stratus clouds, 50 percent cover and winds of zero to two miles per hour.

The property has a bi-level topography, with an upper terrace forming the southern part and a lower terrace in the north. The break between the two terraces is a steep slope (Photo 1) The lower terrace has a drainage system running east to west that enters the property from the middle of the eastern boundary of the lower terrace and exits the property at the center of the northern boundary (Figures 2 and 3).

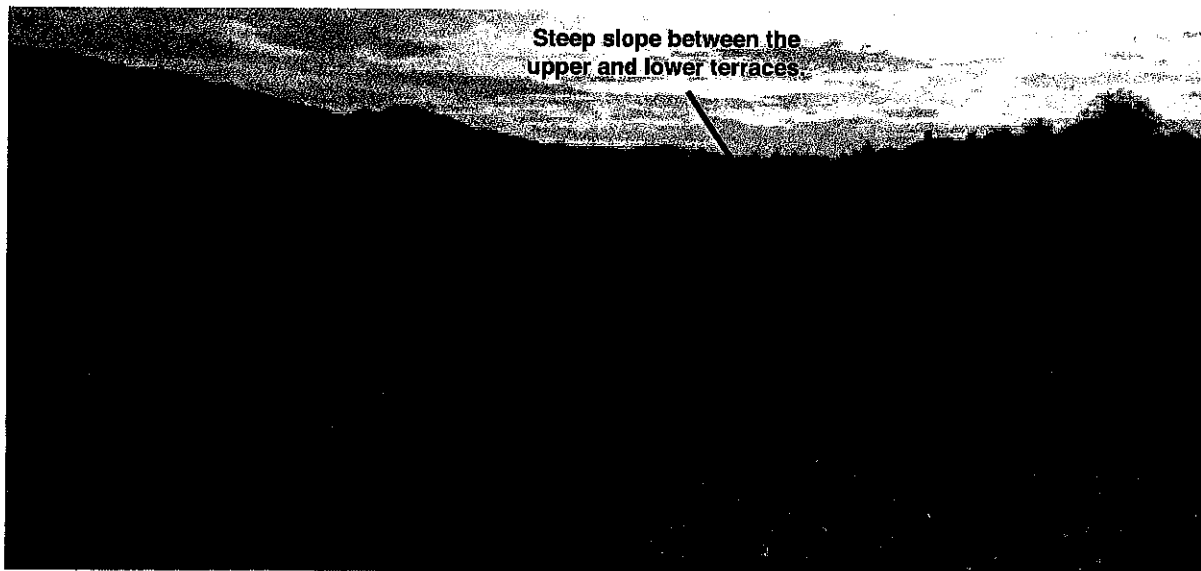
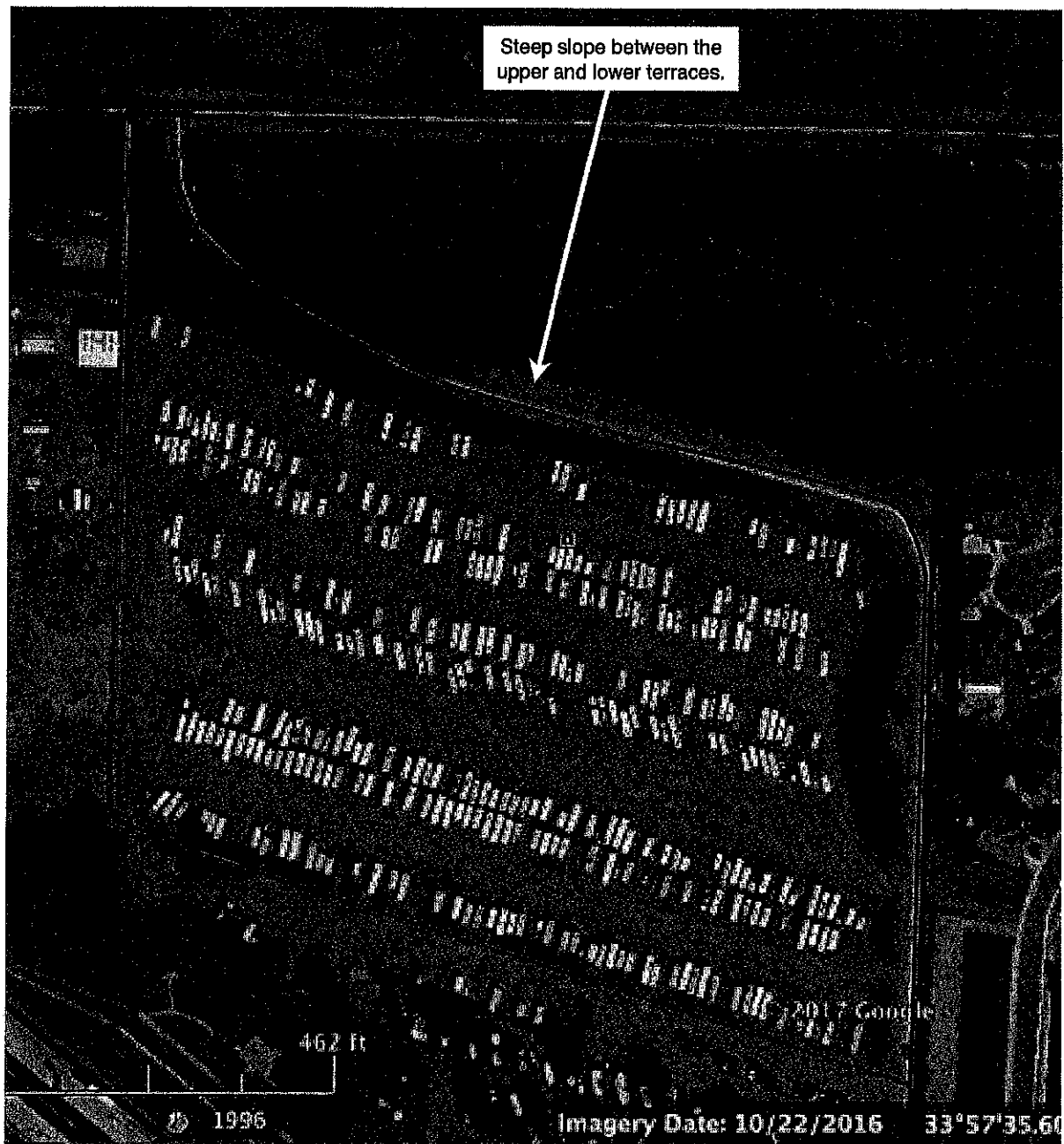
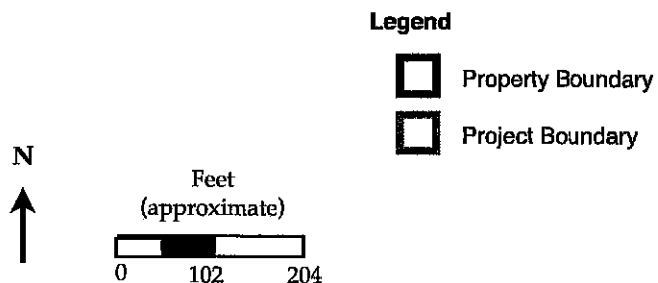


Photo 1. Site topography, showing upper terrace on the right and the lower terrace on the left.



Aerial Base: Google Earth 2016

Figure 3. Project Aerial Showing October 22, 2016, Site Conditions



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Beaumont, California

the Orocopia Mountains; on the north by the San Bernardino Mountains; on the west by the Santa Ana River, the San Jacinto Plain, and the eastern slope of the Palomar Mountains; and on the south by Borrego Springs and the Chocolate Mountains (Bean 1978).

The geographic diversity of their territory provided the Cahuilla with a variety of foods. It has been estimated that the Cahuilla exploited more than 500 native and non-native plants (Bean and Saubel 1972). Acorns, mesquite, screw beans, piñon nuts, and various types of cacti were used. A variety of seeds, wild fruits and berries, tubers, roots, and greens were also a part of the Cahuilla diet. A marginal agricultural existence provided corn, beans, squashes, and melons. Rabbits and small animals were hunted to supplement the diet. During high stands of Ancient Lake Cahuilla, fish, migratory birds, and marshland vegetation were also taken for sustenance and utilitarian purposes (Bean 1978).

Structures in permanent villages ranged from small brush shelters to dome-shaped or rectangular dwellings. Villages were situated near water sources, in the canyons near springs or on alluvial fans at man-made walk-in wells (Bean 1972). Mortuary practices entailed cremation of the dead. Upon a person's death, the body was bound or put inside a net and then taken to a place where the body would be cremated. Secondary internments also occurred. A mourning ceremony took place about a year after the death. During this ceremony, an image of the deceased would be burned along with other goods (Strong 1929; Lando and Modesto 1977).

Pre-contact Cahuilla population has been estimated to have been as low as 2,500 or as high as 10,000. At the time of first contact with Europeans, around 1774, the Cahuilla numbered approximately 6,000. Although they were the first to come into contact with the Cahuilla, the Spanish missionaries and explorers had little influence over the native lifeways in this remote, arid desert region. Some of the Cahuilla who lived in the plains and valleys west of the desert and the mountains, however, were missionized through an *asistencia* located near present-day San Bernardino.

Cahuilla political, economic, and religious autonomy was maintained until 1877, when the United States government began to establish Indian reservations in the region. Protestant missionaries came into the area to convert and "civilize" the Native Americans. During this era, traditional cultural practices, such as cremation of the dead, were prohibited. Today, the Cahuilla reside on eight separate reservations in southern California, located from Banning in the north to Warner Springs in the south and from Hemet in the west to Thermal in the east (Bean 1978).

Historic Context

Dating back to ancient times, the San Geronio Pass area has long been known as a nexus for cross-desert travels. Most notable among early roads through the pass was the Cocomaricopa Trail, a Native American trading route connecting the coastal region of California to areas along the Colorado River. In 1862, the Cocomaricopa Trail was "discovered" by William David Bradshaw, and became known as the Bradshaw Trail (Ross 1992:25). For the next decade and a half, it served as the main thoroughfare between the Los Angeles area and gold mines near present-day Ehrenberg, Arizona, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday (Johnston 1987:185).

SETTING

CURRENT NATURAL SETTING

The City of Beaumont is situated on the western end of the San Geronio Pass, a narrow corridor between the San Bernardino Mountains on the north and the San Jacinto Mountains on the south. The mountain pass is an important connection between coastal southern California and the Colorado Desert, with Interstate Highway 10 and the Union Pacific (formerly Southern Pacific) Railroad serving as the main transportation arteries through the pass today. On the northwestern rim of the vast Colorado Desert, a subdivision of the Sonoran Desert, the Beaumont area features a climate and environment marked by extremes in temperature and aridity. The average annual precipitation is around 17 inches, most of which occurs between November and March.

The project area consists of a roughly trapezoid-shaped tract of vacant land on the northern edge of the City of Beaumont. Current land use in the vicinity is characterized by a transition from large farms and rural residences to densely populated suburban residential neighborhoods of recent vintage, with much undeveloped land remaining nearby (Figure 3). A cemetery, an elementary school, and several golf courses are also found in the surrounding area. The terrain in the project area is generally level with a very slight incline to the east, at elevations of approximately 2,495 to 2,510 feet above mean sea level. The ground surface has been disturbed in the past, and is mostly covered with imported gravel (Figure 4). A power transmission line runs through the middle portion of the property in a northwest-southeast direction, with two towers located within the project boundaries (Figure 4).

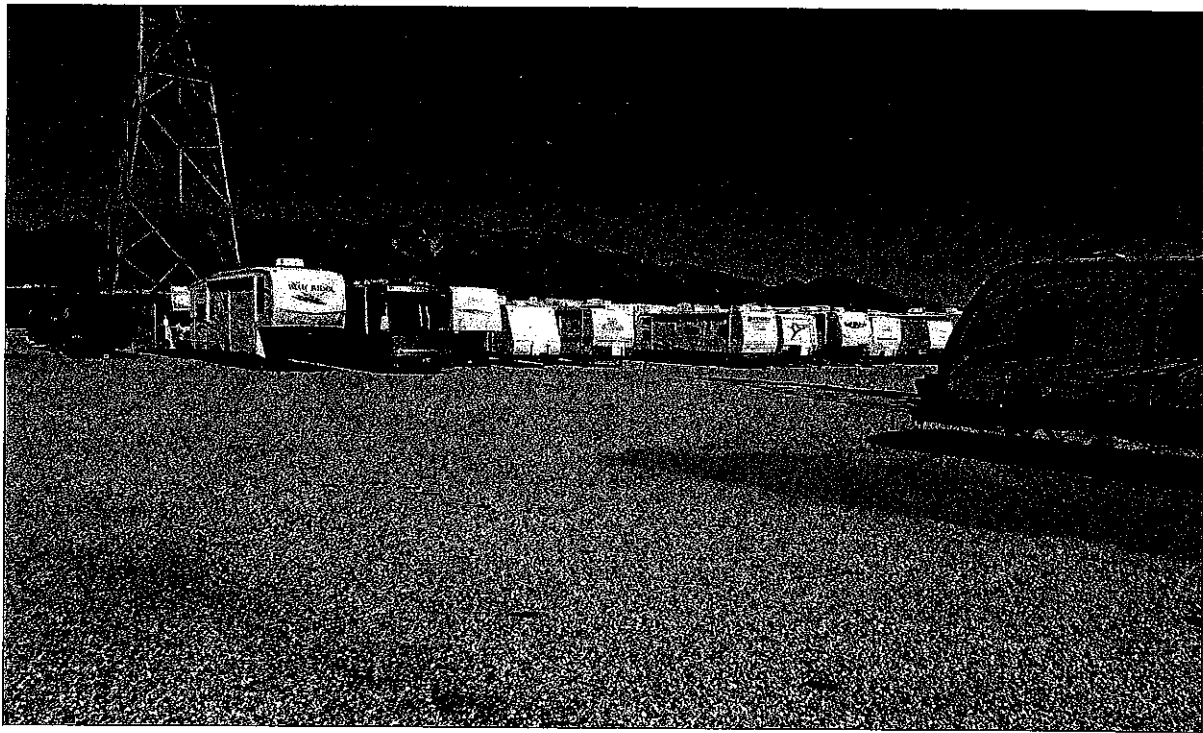


Figure 4. Current natural setting of project area, view to the northeast. (Photograph taken on October 10, 2017)

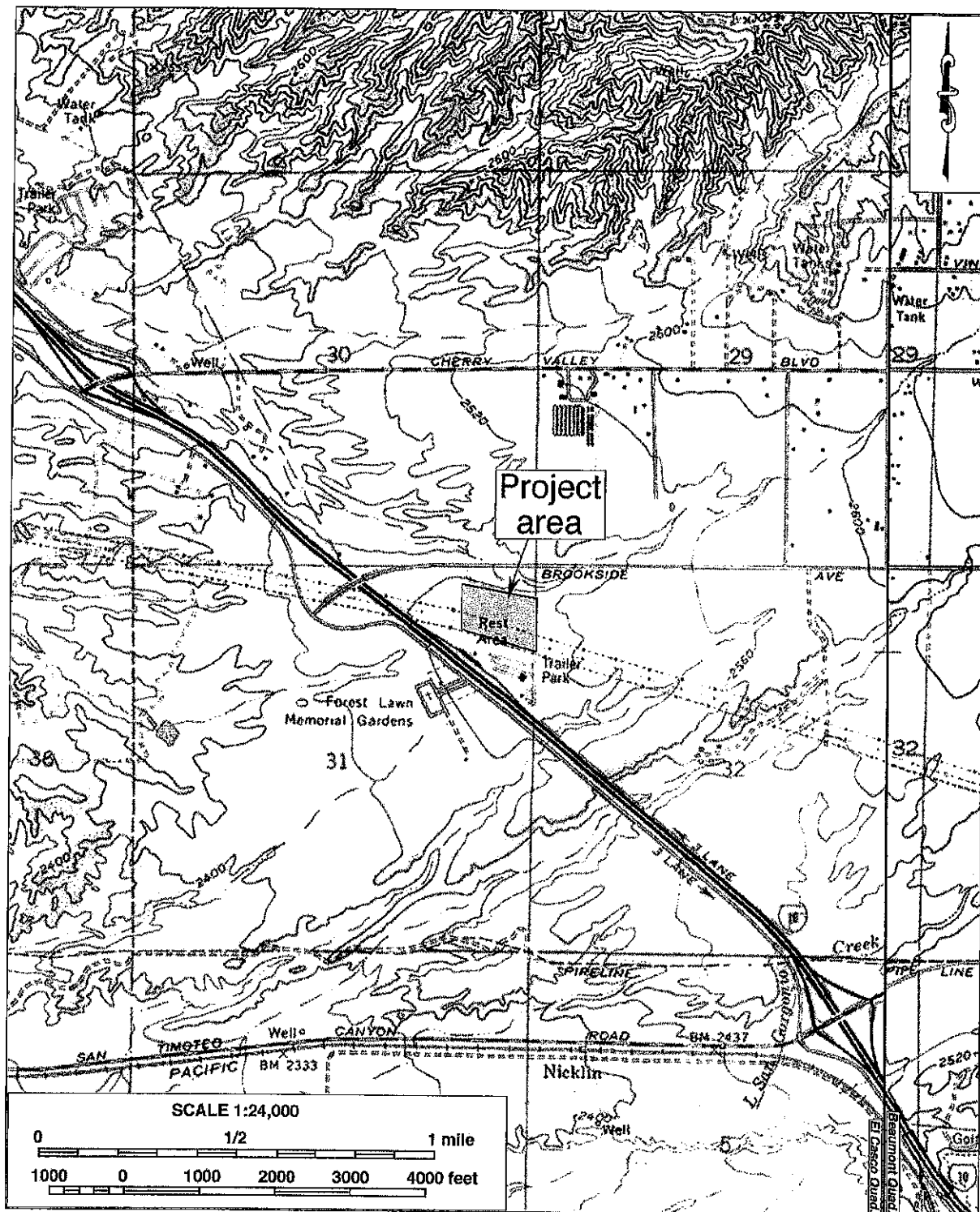


Figure 2. Project area. (Based on the USGS El Casco and Beaumont, Calif., 1:24,000 quadrangles [USGS 1979b; 1996])

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Title: Phase I Historical/Archaeological Resources Survey: Cherry Valley Lakes
RV Resort CUP Application, Southern Portion of Assessor's Parcel Number
400-010-011, City of Beaumont, Riverside County, California

Author(s): Bai "Tom" Tang, Principal Investigator/Historian
Ben Kerridge, Archaeologist/Report Writer
Daniel Ballaster, Archaeologist/Field Director
Nina Gallardo, Archaeologist/Native American Liaison

Consulting Firm: CRM TECH
1016 East Cooley Drive, Suite A/B
Colton, CA 92324
(909) 824-6400

Date: November 17, 2017

For Submittal to: City of Beaumont Planning Department
550 East 6th Street
Beaumont, CA 92223
(951) 769-8518

Prepared for: Cheryl A. Tubbs
Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

USGS Quadrangle: El Casco, Calif., 7.5' quadrangle; Section 31, T2S R1W, San Bernardino
Baseline and Meridian

Project Size: Approximately 15 acres

Keywords: San Gorgonio Pass area; Site 33-022389 (Devers-Vista 220kV Transmission
Line, circa 1960); Site 33-015035 (Hayfield-Chino 220kV Transmission
Line, circa 1945-1946); no "historical resources" under CEQA

BOTANICAL NAME	COMMON NAME
<i>Trifolium fragiferum</i>	strawberry clover
<i>Tropaeolum majus</i>	garden nasturtium
<i>Ulex europaeus</i>	prickly broom
<i>Vinca major</i>	periwinkle
<i>Yucca gloriosa</i>	Spanish dagger
<p>An asterisk (*) indicates some native species of the genera exist that may be appropriate.</p> <p>Sources: California Exotic Pest Plant Council, United States Department of Agriculture-Division of Plant Health and Pest Prevention Services, California Native Plant Society, Fremontia Vol. 26 No. 4, October 1998, The Jepson Manual; Higher Plants of California, and County of San Diego-Department of Agriculture.</p>	

BOTANICAL NAME	COMMON NAME
<i>Elaeagnus angustifolia</i>	Russian olive
<i>Eucalyptus</i> spp. (all species)	eucalyptus or gum tree
<i>Eupatorium coelestinum</i> [syn. <i>Ageratina</i> sp.]	mist flower
<i>Festuca arundinacea</i>	tall fescue
<i>Festuca rubra</i>	creeping red fescue
<i>Foeniculum vulgare</i>	sweet fennel
<i>Fraxinus uhdei</i>	(and cultivars) evergreen ash, shamel ash
<i>Gaura</i> (spp.) (all species)	gaura
<i>Gazania</i> spp. (all species & hybrids)	gazania
<i>Genista</i> spp. (all species)	broom
<i>Hedera canariensis</i>	Algerian ivy
<i>Hedera helix</i>	English ivy
<i>Hypericum</i> spp. (all species)	St. John's Wort
<i>Ipomoea acuminata</i>	Mexican morning glory
<i>Lampranthus spectabilis</i>	trailing ice plant
<i>Lantana camara</i>	common garden lantana
<i>Lantana montevidensis</i> [syn. <i>L. sellowiana</i>]	lantana
<i>Limonium perezii</i>	sea lavender
<i>Linaria bipartita</i>	toadflax
<i>Lolium multiflorum</i>	Italian ryegrass
<i>Lolium perenne</i>	perennial ryegrass
<i>Lonicera japonica</i>	(incl. 'Halliana') Japanese honeysuckle
<i>Lotus corniculatus</i>	birdsfoot trefoil
<i>Lupinus arboreus</i>	yellow bush lupine
<i>Lupinus texanus</i>	Texas blue bonnets
<i>Malephora crocea</i>	ice plant

Geraniaceae

**Erodium cicutarium*

Lamiaceae

Trichostema lanceolatum

Myrtaceae

**Corymbia ficifolia*

**Eucalyptus camaldulensis*

Onagraceae

Epilobium ciliatum

Polygonaceae

Eriogonum fasciculatum var. foliolosum

ANGIOSPERMAE: MONOCOTYLEDONAE

Poaceae

**Avena barbata*

**Bromus diandrus*

**Bromus madritensis ssp. rubens*

**Cynodon dactylon*

**Schismus barbatus*

Taxonomy and nomenclature follow Baldwin et al. 2012.

Animals

REPTILIA

Phrynosomatidae

Uta stansburiana

AVES

Accipitridae

Buteo jamaicensis

Columbidae

Streptopelia decaocto

Zenaida macroura

Emberizidae

Zonotrichia leucophrys

Amphispiza bilineata

Pipilo crissalis

Geranium family

Red-stemmed filaree

Mint family

Woolly blue curls

Myrtle family

Flame-flowered eucalyptus

Red gum

Evening-primrose family

Silver willowherb

Buckwheat family

Interior California buckwheat

MONOCOT FLOWERING PLANTS

Grass family

Slender wild oats

Ripgut brome

Red brome

Bermuda grass

Mediterranean grass

REPTILES

Spiny lizards and their allies

Side-blotched lizard

BIRDS

Kites, hawks and eagles

Red-tailed hawk

Pigeons and doves

Eurasian collared-dove

Mourning dove

Sparrows

White-crowned sparrow

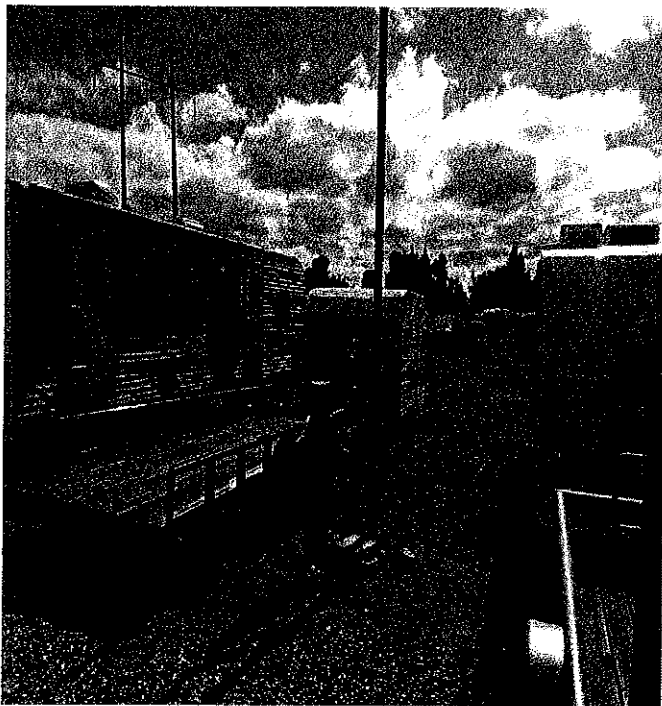
Black-throated sparrow

California towhee

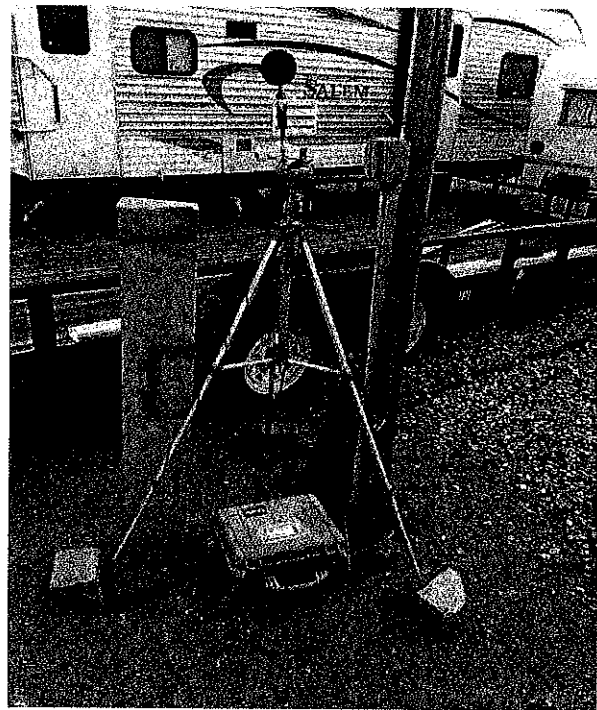
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Noise Measurement
Field Data

Additional Notes/Sketch



JN7117a looking South towards active RV park.

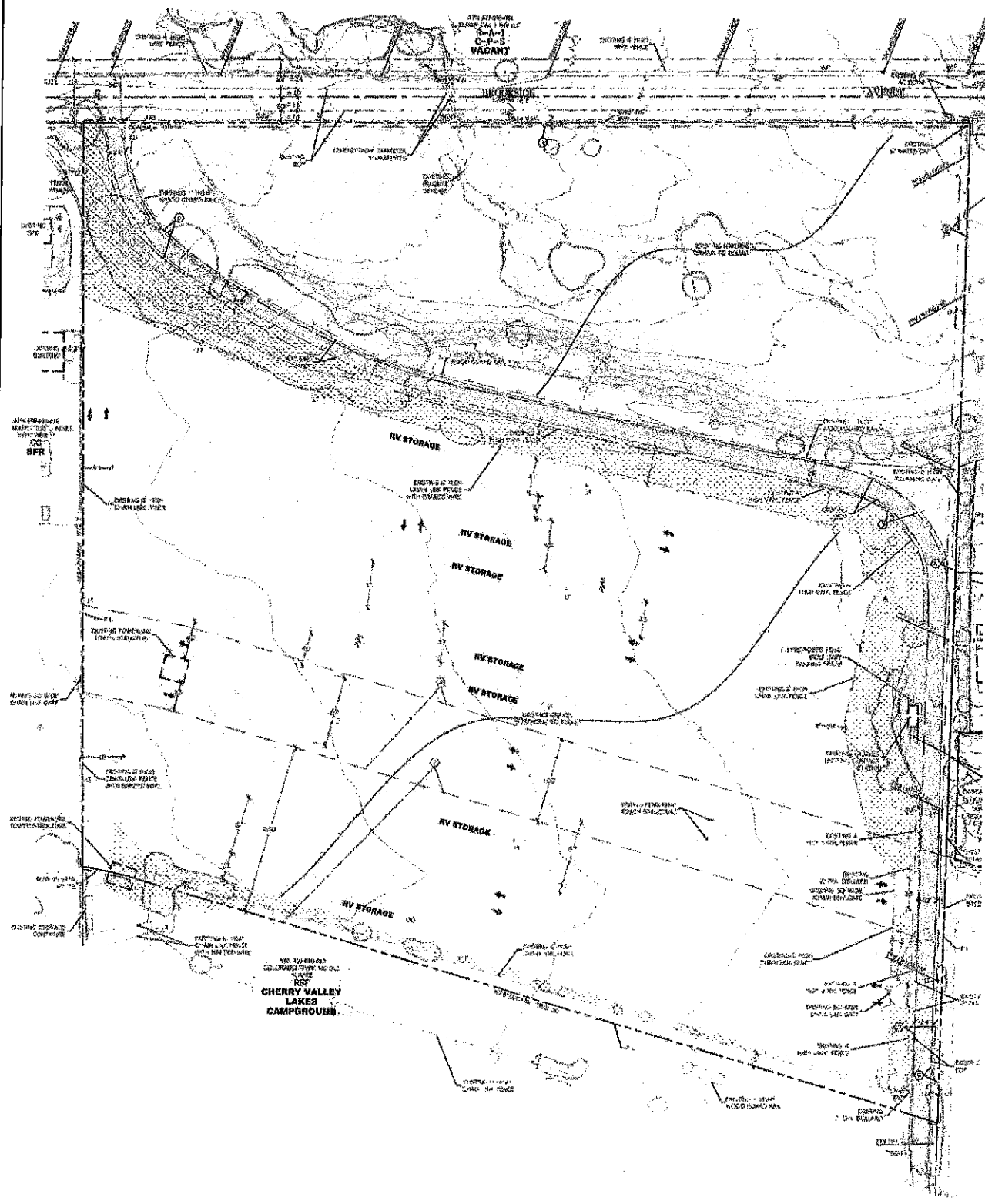


JN7117a setup



KUNZMAN ASSOCIATES, INC.
OVER 40 YEARS OF EXCELLENT SERVICE

Figure 2 Site Plan



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

Table 2

Project Consistency with Noise Ordinance Residential Noise Standard (dBA, Leq)

Hour Measured	Measured Operational Noise dBA, Leq	Base Ambient Noise Level dBA, (Leq) ¹	Operational Noise at the Property Line dBA, Leq	Violation of Residential Noise Standard? ²
3:00 PM	60.0	55.0	22.7	No

¹ Per 9.02.050 Base Ambient Noise Level.

² Per 9.02.070 Residential Noise Levels.

Ms. Cheryl Tubbs, Vice President of Operations
LILBURN CORPORATION
November 10, 2017

The existing recreational vehicle storage facility offers year round RV storage to its members and is open from 8:00 AM to 4:00 PM, seven days a week. One 24-hour noise measurement was taken at the center of the existing operation. The highest hourly (L_{eq}) noise measurement during project operation was 60.0. The maximum (L_{max}) measured noise event during this period was 78.4 dBA.

The highest measured hourly noise level of 60.0 dBA L_{eq} was projected to the property line of the proposed project to evaluate the project's consistency with the noise ordinance. As shown in Table 2, project stationary source noise at the property line of the proposed project may result in noise levels of up to 22.7 dBA L_{eq} . Therefore, current operation of the project does not exceed the maximum acceptable noise level (55 dBA L_{eq}). Although, maximum noise events (L_{max}) of up to 78.4 dB were measured during project operational hours, these events were associated with vehicles traveling on the I-10 Freeway and local aircraft overflights. Based on field observations and measurements, the project is currently not in violation of the City's Municipal Code. Further, project operational noise will not cause interior noise levels to exceed the City's residential interior noise level limit of 45 dBA between the hours of 7:00 AM to 10:00 PM at the surrounding residential uses. In addition, as the RV storage facility operations would not occur during nighttime hours, the City's nighttime noise standards would also not be exceeded.

CONCLUSIONS

The noise impacts from the existing recreational vehicle storage facility are consistent with applicable General Plan and Municipal Code standards and no mitigation is necessary.

Kunzman Associates, Inc. is pleased to provide this focused noise analysis for the Outdoor Recreational Vehicle (RV) Storage Facility project. If you have questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Catherine Howe', with a long horizontal stroke extending to the right.

Catherine Howe, M.S.
Associate

JN 7117a

Ms. Cheryl Tubbs, Vice President of Operations
LILBURN CORPORATION
November 10, 2017

Section 9.02.050 Base Ambient Noise Level.

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

City of Beaumont Base Ambient Noise Level		
Decibels	Time Period	Zone Use
45 dB(A)	10:00 PM - 7:00 AM	Residential
55 dB(A)	7:00 AM - 10:00 PM	Residential
50 dB(A)	10:00 PM - 7:00 AM	Industrial and Commercial
75 dB(A)	7:00 AM - 10:00 PM	Industrial and Commercial

Note: Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level" referred to in this Chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

Section 9.02.070 Residential Noise Levels.

No noise level shall exceed the following for the duration periods specified:

Maximum Residential Noise Levels	
Noise Level Exceeded	Maximum Duration Period
5 dB(A) above BANL	15 minutes in any hour
10 dB(A) above BANL	5 minutes in any hour
15 dB(A) above BANL	1 minute in any hour
20 dB(A) above BANL	Not permitted

Section 9.02.080 Maximum Interior Noise Levels.

- A. No person shall operate or cause to be operated, any source of sound which causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:

City of Beaumont Maximum Interior Noise Levels		
Decibels	Time Period	Land Use
35 dB(A)	10:00 PM - 7:00 AM	Residential
45 dB(A)	7:00 AM - 10:00 PM	Residential
45 dB(A)	7:00 AM - 10:00 PM (while school is in session)	School
45 dB(A)	Anytime	Hospital

- B. No person shall operate or cause to be operated, any source of sound which causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:

**Native American Heritage Commission
Native American Contact List
Riverside County
9/29/2017**

**Soboba Band of Luiseno
Indians**

Carrie Garcia, Cultural Resources
Manager
P. O. Box 487
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198
carrieg@soboba-nsn.gov

Cahuilla
Luiseno

**Soboba Band of Luiseno
Indians**

Joseph Ontiveros, Cultural
Resource Department
P.O. BOX 487
San Jacinto, CA, 92581
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Cahuilla
Luiseno

**Soboba Band of Luiseno
Indians**

Scott Cozart, Chairperson
P. O. Box 487
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198

Cahuilla
Luiseno

**Torres-Martinez Desert Cahuilla
Indians**

Michael Mirelez, Cultural
Resource Coordinator
P.O. Box 1160
Thermal, CA, 92274
Phone: (760) 399 - 0022
Fax: (760) 397-8146
mmirelez@tmdci.org

Cahuilla

**Viejas Band of Kumeyaay
Indians**

Robert Welch, Chairperson
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov

Kumeyaay

**Viejas Band of Kumeyaay
Indians**

Julie Hagen,
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov

Kumeyaay

**Sycuan Band of the Kumeyaay
Nation**

Lisa Haws, Cultural Resources
Manager
1 Kwaaypaay Court
El Cajon, CA, 92019
Phone: (619) 312 - 1935
lhaws@sycuan-nsn.gov

Kumeyaay

**Sycuan Band of the Kumeyaay
Nation**

Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA, 92019
Phone: (619) 445 - 2613
Fax: (619) 445-1927
ssilva@sycuan-nsn.gov

Kumeyaay

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed RV Storage Facility Project, Riverside County.

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**Native American Heritage Commission
Native American Contact List
Riverside County
9/29/2017**

**Los Coyotes Band of Mission
Indians**

John Perada, Environmental
Director
P. O. Box 189
Warner Springs, CA, 92086
Phone: (760) 782 - 0712
Fax: (760) 782-2730

Cahuilla

**Morongo Band of Mission
Indians**

Robert Martin, Chairperson
12700 Pumarra Road
Banning, CA, 92220
Phone: (951) 849 - 8807
Fax: (951) 922-8146

Cahuilla
Serrano

**Los Coyotes Band of Mission
Indians**

Shane Chapparosa, Chairperson
P.O. Box 189
Warner Springs, CA, 92086-0189
Phone: (760) 782 - 0711
Fax: (760) 782-0712
Chapparosa@msn.com

Cahuilla

Pala Band of Mission Indians

Shasta Gaughen, Tribal Historic
Preservation Officer
PMB 50, 35008 Pala Temecula
Rd.
Pala, CA, 92059
Phone: (760) 891 - 3515
Fax: (760) 742-3189
sgaughen@palatribe.com

Cupeno
Luiseno

**Manzanita Band of Kumeyaay
Nation**

Nick Elliott, Cultural Resources
Coordinator
P. O. Box 1302
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957
nickmepa@yahoo.com

Kumeyaay

**Pauma Band of Luiseno Indians
- Pauma & Yuima Reservation**

Temet Aguilar, Chairperson
P.O. Box 369
Pauma Valley, CA, 92061
Phone: (760) 742 - 1289
Fax: (760) 742-3422

Luiseno

**Manzanita Band of Kumeyaay
Nation**

Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, CA, 91905
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Fax: (619) 766-4957

Kumeyaay

**Pechanga Band of Mission
Indians**

Mark Macarro, Chairperson
P.O. Box 1477
Temecula, CA, 92593
Phone: (951) 770 - 6000
Fax: (951) 695-1778
epreston@pechanga-nsn.gov

Luiseno

**Morongo Band of Mission
Indians**

Denisa Torres, Cultural Resources
Manager
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Banning, CA, 92220
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Cahuilla
Serrano

**Pechanga Band of Mission
Indians**

Paul Macarro, Cultural Resources
Coordinator
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Temecula, CA, 92593
Phone: (951) 770 - 6306
Fax: (951) 506-9491
pmacarro@pechanga-nsn.gov

Luiseno

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed RV Storage Facility Project, Riverside County.

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NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710



September 28, 2017

Nina Gallardo
CRM TECH

Sent by E-mail: ngallardo@crmtech.us

RE: Proposed RV Storage Facility; A Portion of APN 400-010-011 (CRM TECH Contract No. 3267) Project, City of Beaumont; El Casco USGS Quadrangle, Riverside County, California

Dear Ms. Gallardo:

A records search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

A handwritten signature in cursive script, reading "Gayle Totton".

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

APPENDIX 2

CORRESPONDENCE WITH
NATIVE AMERICAN HERITAGE COMMISSION

PRINCIPAL INVESTIGATOR/ARCHAEOLOGIST
Michael Hogan, Ph.D., RPA*

Education

- 1991 Ph.D., Anthropology, University of California, Riverside.
- 1981 B.S., Anthropology, University of California, Riverside; with honors.
- 1980-1981 Education Abroad Program, Lima, Peru.

- 2002 Section 106—National Historic Preservation Act: Federal Law at the Local Level.
 UCLA Extension Course #888.
- 2002 "Recognizing Historic Artifacts," workshop presented by Richard Norwood,
 Historical Archaeologist.
- 2002 "Wending Your Way through the Regulatory Maze," symposium presented by the
 Association of Environmental Professionals.
- 1992 "Southern California Ceramics Workshop," presented by Jerry Schaefer.
- 1992 "Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

- 2002- Principal Investigator, CRM TECH, Riverside/Colton, California.
- 1999-2002 Project Archaeologist/Field Director, CRM TECH, Riverside.
- 1996-1998 Project Director and Ethnographer, Statistical Research, Inc., Redlands.
- 1992-1998 Assistant Research Anthropologist, University of California, Riverside
- 1992-1995 Project Director, Archaeological Research Unit, U. C. Riverside.
- 1993-1994 Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C.
 Riverside, Chapman University, and San Bernardino Valley College.
- 1991-1992 Crew Chief, Archaeological Research Unit, U. C. Riverside.
- 1984-1998 Archaeological Technician, Field Director, and Project Director for various southern
 California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.

- County, California. San Bernardino National Forest Technical Report 05-12-53-091. San Bernardino, California.
- NETR Online
- 1959-2012 Aerial photographs of the project vicinity, taken in 1959, 1966, 1967, 1972, 1978, 1996, 2002, 2005, 2009, 2010, and 2012. <http://www.historicaerials.com>.
- O'Connell, James F., Philip J. Wilke, Thomas F. King, and Carol L. Mix (editors)
- 1974 Perris Reservoir Archaeology: Late Prehistoric Demographic Change in Southeastern California. Report on file, Eastern Information Center, University of California, Riverside.
- Ross, Delmer G.
- 1992 *Gold Road to La Paz: An Interpretive Guide to the Bradshaw Trail*. Tales of the Mojave Road Publishing Company, Essex, California.
- Strong, William Duncan
- 1929 *Aboriginal Society in Southern California*. University of California Publications in American Archaeology and Ethnology, Vol. 26. Reprinted by Malki Museum Press, Banning, California, 1972.
- USGS (United States Geological Survey, U.S. Department of the Interior)
- 1901a Map: Elsinore, Calif. (30', 1:125,000); surveyed in 1897-1898.
- 1901b Map: San Jacinto, Calif. (30', 1:125,000); surveyed in 1897-1898.
- 1942 Map: Banning, Calif. (15', 1:62,500); aerial photographs taken in 1939-1941.
- 1943 Map: Perris, Calif. (15', 1:62,500); aerial photographs taken in 1939.
- 1953 Map: El Casco, Calif. (7.5', 1:24,000); aerial photographs taken in 1951.
- 1967 Map: El Casco, Calif. (7.5', 1:24,000); aerial photographs taken in 1966.
- 1969 Map: San Bernardino, Calif. (1:250,000); 1958 edition revised.
- 1979a Map: Santa Ana, Calif. (1:250,000); 1959 edition revised.
- 1979b Map: El Casco, Calif. (7.5', 1:24,000); 1967 edition photorevised in 1976.
- 1996 Map: Beaumont, Calif. (7.5', 1:24,000); 1953 edition, photorevised in 1994.
- Warren, Claude N.
- 1984 The Desert Region. In *California Archaeology*, edited by Michael J. Moratto; pp. 339-430. Academic Press, Orlando, Florida.

CONCLUSION AND RECOMMENDATIONS

CEQA establishes that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (PRC §21084.1). “Substantial adverse change,” according to PRC §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

As stated above, this study has concluded that no “historical resources,” as defined by CEQA, are present within or adjacent to the project area. Accordingly, CRM TECH presents the following recommendations to the City of Beaumont:

- The issuance of the Conditional Use Permit on the subject property will not cause a substantial adverse change to any known “historical resources.”
- No further cultural resources investigation will be necessary on this property.
- If buried cultural materials are discovered during any future earth-moving operations on the property, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

REFERENCES

- Basgall, Mark E., and D.L. True
1985 Archaeological Investigations in Crowder Canyon, 1973-1984: Excavations at Sites SBR-421B, SBR-421C, SBR-421D, and SBR-713, San Bernardino County, California. Report on file, South Central Coastal Information Center, California State University, Fullerton.
- Bean, Lowell John
1972 *Mukat's People: The Cahuilla Indians of Southern California*. University of California Press, Berkeley.
1978 Cahuilla. In *Handbook of North American Indians*, Vol. 8: *California*, edited by Robert F. Heizer; pp. 575-587. Smithsonian Institution, Washington, D.C.
- Bean, Lowell John, and Katherine Siva Saubel
1972 *Temalpakh: Cahuilla Indian Knowledge and Use of Plants*. Malki Museum, Banning, California.
- Chartkoff, Joseph L., and Kerry Kona Chartkoff
1984 *The Archaeology of California*. Stanford University Press, Stanford, California.
- CPUC (California Public Utilities Commission)
2015 Final Environmental Impact Report, Southern California Edison's West of Devers Upgrade Project (SCH #2014051041). http://www.cpuc.ca.gov/environment/info/aspen/westofdevers/feir/d07_cultural_resources.pdf.
- GLO (General Land Office, U.S. Department of the Interior)
1880a Plat Map: Township No. 2 South Range No. 2 West, SBBM; surveyed in 1879.
1880b Plat Map: Township No. 3 South Range No. 1 West, SBBM; surveyed in 1876-1880.
1880c Plat Map: Township No. 3 South Range No. 2 West, SBBM; surveyed in 1879.
1884 Plat Map: Township No. 2 South Range No. 1 West, SBBM; surveyed in 1884.

FIELD SURVEY

Other than the two late-historic-period transmission lines (Sites 33-015035 and 33-022389), no buildings, structures, objects, sites, features, or artifacts more than 50 years of age were found within or adjacent to the project area during the field survey. Site 33-015035, the Hayfield-Chino 220kV Transmission Line, lies entirely outside the project boundaries. At Site 33-022389, two towers of the Devers-Vista 220kV Transmission Line are located within the project boundaries, one of them a concrete H-frame tower and the other a steel lattice tower (Figure 11). In comparison to the wooden H-frame poles reported in previous studies (McLean et al. 2013:169) and observed further to the southeast, both of these towers appear to be modern replacements. The third transmission line across the area, dating to the late 1960s or the early 1970s, is represented in the project boundaries only by the overhead wires, with no other features present.

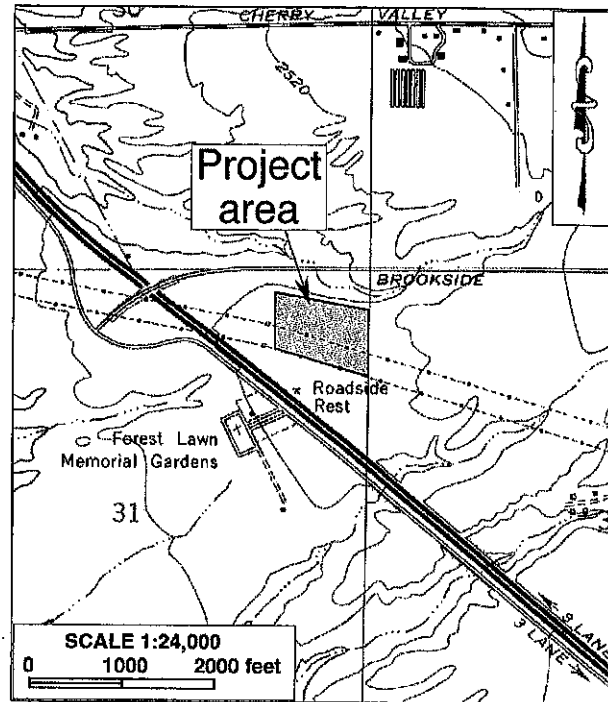


Figure 10. The project area and vicinity in 1966-1967.
(Source: USGS 1967)

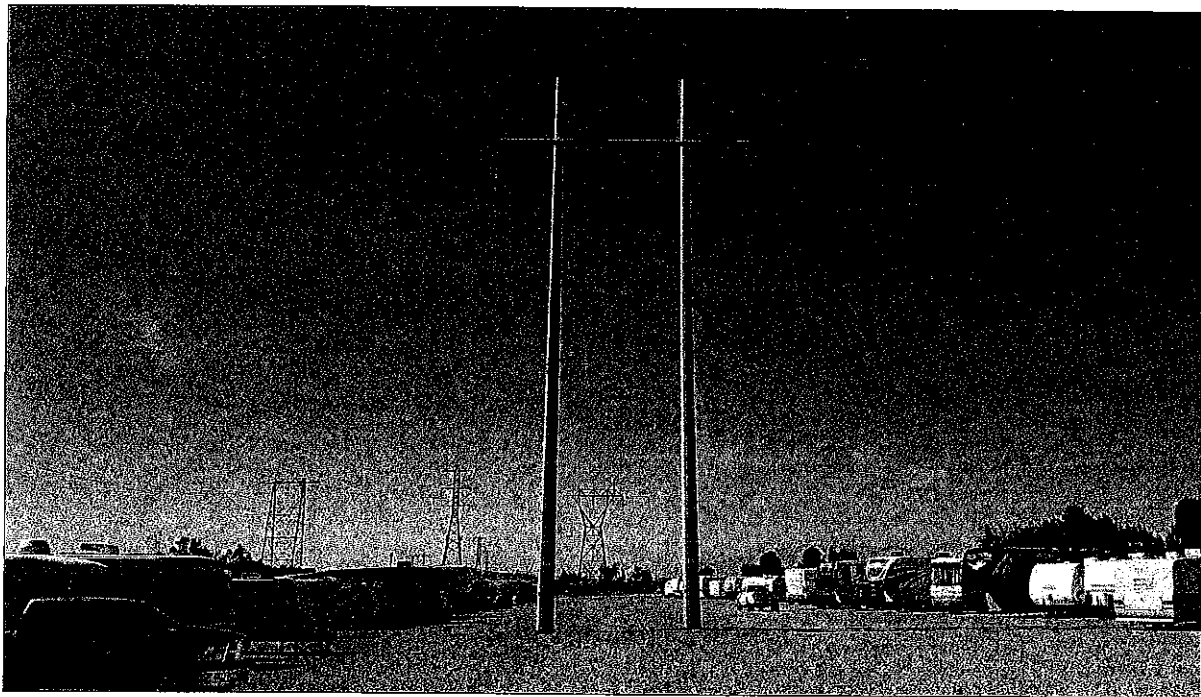


Figure 11. Towers of the Devers-Vista 220kV Transmission Line (Site 33-022389; center) in the project area, view to the northwest. Two other power transmission lines, including the Hayfield-Chino 220kV Transmission Line (Site 33-015035, left), run parallel to the south. (Photograph taken on October 10, 2017)

established in 1960 to commemorate the village occupied by famed Cahuilla chief Juan Antonio in the 1840s-1850s. The actual site of the village, however, is in San Timoteo Canyon, which lies more than a mile to the southwest.

None of the other recorded sites was found in the immediate vicinity of the project area. Therefore, none of them requires further consideration during this study.

NATIVE AMERICAN PARTICIPATION

In response to CRM TECH's inquiry, the Native American Heritage Commission reports in a letter dated September 28, 2017, that the sacred lands record search identified no Native American cultural resources within the project area (see Appendix 2). The commission recommended that local Native American groups be consulted for further information and provided a list of potential contacts in the region. The referral list is attached to this report for reference by the City of Beaumont if further Native American consultation will be necessary under provisions of Assembly Bill 52 (see Appendix 2).

HISTORICAL BACKGROUND RESEARCH

Historic sources consulted for this study indicate that the project area remained unsettled and undeveloped, except as farmland, throughout the historic period (Figures 6-10). Prior to 1960, the nearest notable man-made features were present-day Brookside Avenue, whose history can be traced at least to the 1890s, U.S. Route 60/70/99, later to become Interstate Highway 10, and the Hayfield-Chino 220kV Transmission Line (Site 33-015035). Also known as the Devers-San Bernardino 220 kV Transmission Line, the Hayfield-Chino 220kV Transmission Line was constructed by SCE in 1945-1946, as mentioned above, but was mostly removed and rebuilt in the 1970s (McLean et al. 2013:169; CPUC 2015:D.7.18).

By the 1960s, the Devers-Vista 220kV Transmission Line (Site 33-022389) became the first notable man-made feature to appear within the project boundaries (NETR Online 1966; McLean et al. 2013:169; Figure 10). Originally constructed in 1960 by the California Electric Power Company (CalElectric) and later purchased by SCE, the transmission line extends approximately 45 miles from the Vista Substation in Grand Terrace, San Bernardino County, to the Dever Substation near Palm Springs, Riverside County (McLean et al. 2013:169). By 1976, a third transmission line had appeared along the southern edge of the project area, between the Devers-Vista line and the Hayfield-Chino line (NETR Online 1978; USGS 1979b).

During the 1950s-1960s, the project area served as part of an expansive agricultural field (NETR Online 1959-1968). Around 1972, the forerunner of today's Cherry Valley Lakes RV Resort first came into being between the project area and Interstate Highway 10, while the agricultural operation in the project area appeared to have been abandoned (NETR Online 1972). After that, the project area evidently lay unused until sometime between 2003 and 2005, when the RV resort expanded into the southern half of the property (NETR Online 1978-2005; Google Earth 1996-2005). In 2006-2009, the entire project area became a part of the RV resort, and no further changes in land use has occurred since then (NETR Online 2005-1012; Google Earth 2006-2016).

Land Office (GLO) land survey plat maps dated 1880-1884, United States Geological Survey (USGS) topographic maps dated 1901-1996, and aerial photographs taken in 1959-2016. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley. The aerial photographs are available at the NETR Online website and through the Google Earth software.

FIELD SURVEY

On October 10, 2017, CRM TECH archaeologist Daniel Ballester carried out the intensive-level field survey of the project area. The survey was completed on foot by walking a series of parallel east-west transects spaced 15 meters (approximately 50 feet) apart. In this way, the ground surface of the project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Visibility of the native ground surface was poor due to the presence of imported gravel. In light of the reduced archaeological sensitivity resulting from past ground disturbances, however, the survey procedures are considered to be adequate for this study.

RESULTS AND FINDINGS

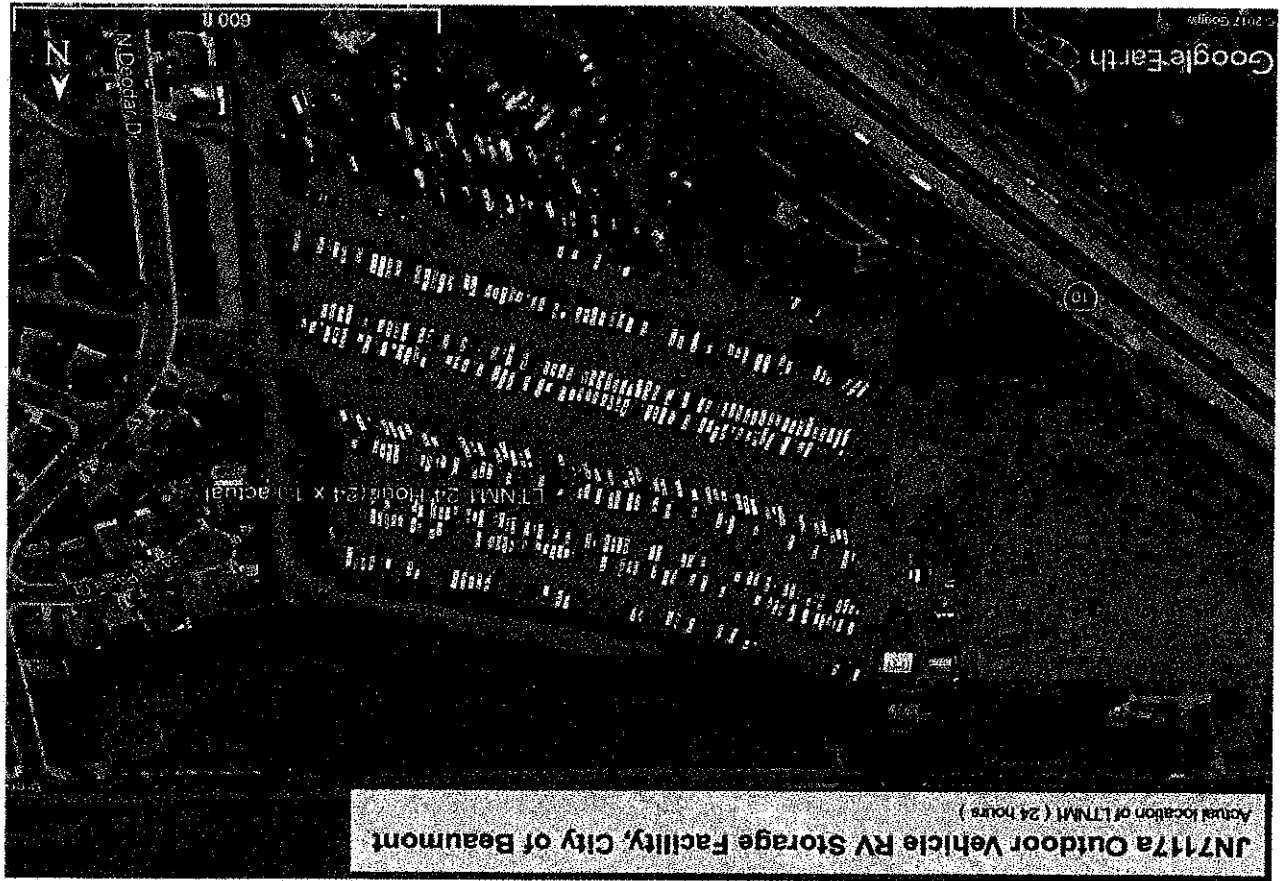
HISTORICAL/ARCHAEOLOGICAL RESOURCES RECORDS SEARCH

According to EIC records, the project area had not been surveyed systematically for cultural resources prior to this study, but a series of linear surveys were completed along the power transmission line across the project area, identified as the Southern California Edison (SCE) Devers-Vista 220kV Transmission Line (Figure 5). Built in 1960, the transmission line was recorded into the California Historical Resources Inventory as Site 33-022389 as a result of these studies, but was determined not to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources (McLean et al. 2013:216; CPUC 2015:D.7.18).

Outside the project area but within a one-mile radius, more than 30 other previous studies have been reported to the EIC, together covering roughly 75 percent of the land within the scope of the records search (Figure 5). These studies resulted in the identification and recordation of six additional historical/archaeological sites in the one-mile radius. Among these were a California Historical Landmark (CHL) plaque for the Cahuilla village of *Saahatpa*, two residences, the remnants of a homestead, San Timoteo Canyon Road, and a second powerline, the Hayfield-Chino 220kV Transmission Line.

Among these sites, the nearest to the project area is the Hayfield-Chino 220kV Transmission Line (Site 33-015035), which runs immediately outside the southern project boundary. Originally constructed by SCE in 1945-1946, it has also been determined not to be eligible for the National Register of Historic Places or the California Register of Historical Resources (McLean et al. 2013:216; CPUC 2015:D.7.18). The CHL plaque for *Saahatpa* is located in the Brookside Rest Area on west-bound Interstate Highway 10, a short distance south of the project area. It was

Noise Measurement
Field Data



KUNZMAN ASSOCIATES, INC.
OVER 40 YEARS OF EXCELLENT SERVICE



Record #	Date	Time	Run Duration	Run Time	Pause	LAeq	LASmin	LASmax	LAS2.00	LAS8.00	LAS25.00	LAS50.00	LAS90.00	LAS99.00
1	2017-11-02	13:00:00	1:00:00.0	1:00:00.0	0:00:00.0	54.3	46.8	62.5	58.3	56.8	55.2	53.7	50.6	48.7
2	2017-11-02	14:00:00	1:00:00.0	1:00:00.0	0:00:00.0	56.2	48.1	74.3	60.3	58.9	56.9	55.1	51.5	49.1
3	2017-11-02	15:00:00	1:00:00.0	1:00:00.0	0:00:00.0	60.0	51.6	66.0	63.2	62.1	60.9	59.9	55.8	53.5
4	2017-11-02	16:00:00	1:00:00.0	1:00:00.0	0:00:00.0	57.1	52.0	63.9	60.8	59.3	57.7	56.6	54.7	53.2
5	2017-11-02	17:00:00	1:00:00.0	1:00:00.0	0:00:00.0	55.7	51.6	64.7	57.9	57.2	56.3	55.5	53.6	52.5
6	2017-11-02	18:00:00	1:00:00.0	1:00:00.0	0:00:00.0	54.0	49.4	63.1	56.5	55.6	54.6	53.8	52.1	51.0
7	2017-11-02	19:00:00	1:00:00.0	1:00:00.0	0:00:00.0	55.1	50.1	59.6	57.7	56.8	55.8	54.9	53.0	51.5
8	2017-11-02	20:00:00	1:00:00.0	1:00:00.0	0:00:00.0	55.2	49.3	64.0	59.0	57.4	55.9	54.7	52.5	51.0
9	2017-11-02	21:00:00	1:00:00.0	1:00:00.0	0:00:00.0	55.1	50.5	63.4	58.6	57.3	56.0	54.7	52.5	51.4
10	2017-11-02	22:00:00	1:00:00.0	1:00:00.0	0:00:00.0	53.6	47.3	61.9	56.8	55.7	54.5	53.4	50.8	48.4
11	2017-11-02	23:00:00	1:00:00.0	1:00:00.0	0:00:00.0	52.3	45.3	71.2	55.3	53.9	52.6	51.3	48.6	46.7
12	2017-11-03	0:00:00	1:00:00.0	1:00:00.0	0:00:00.0	49.4	40.7	58.8	53.8	52.4	50.2	48.7	45.8	43.7
13	2017-11-03	1:00:00	1:00:00.0	1:00:00.0	0:00:00.0	48.3	36.6	55.9	52.1	51.0	49.6	47.8	44.0	40.5
14	2017-11-03	2:00:00	1:00:00.0	1:00:00.0	0:00:00.0	49.2	39.8	56.1	53.0	51.8	50.3	48.7	45.0	42.0
15	2017-11-03	3:00:00	1:00:00.0	1:00:00.0	0:00:00.0	49.7	40.5	60.4	53.4	52.0	50.7	49.2	46.1	42.8
16	2017-11-03	4:00:00	1:00:00.0	1:00:00.0	0:00:00.0	53.9	42.8	60.7	58.0	56.8	55.2	53.4	49.0	45.2
17	2017-11-03	5:00:00	1:00:00.0	1:00:00.0	0:00:00.0	57.5	52.2	61.7	60.0	59.2	58.3	57.3	55.3	53.7
18	2017-11-03	6:00:00	1:00:00.0	1:00:00.0	0:00:00.0	59.2	54.2	64.4	61.7	60.9	59.9	59.0	57.1	55.2
19	2017-11-03	7:00:00	1:00:00.0	1:00:00.0	0:00:00.0	61.3	56.8	66.7	64.0	62.9	62.0	61.1	59.4	58.0
20	2017-11-03	8:00:00	1:00:00.0	1:00:00.0	0:00:00.0	54.8	46.9	63.5	59.1	58.2	55.6	53.8	50.7	48.9
21	2017-11-03	9:00:00	1:00:00.0	1:00:00.0	0:00:00.0	55.2	49.7	63.9	59.4	57.7	55.9	54.5	52.4	51.0
22	2017-11-03	10:00:00	1:00:00.0	1:00:00.0	0:00:00.0	58.1	48.1	73.3	61.9	60.2	58.7	57.4	54.3	50.1
23	2017-11-03	11:00:00	1:00:00.0	1:00:00.0	0:00:00.0	58.4	52.6	78.4	61.6	60.4	59.1	57.8	55.6	53.8
24	2017-11-03	12:00:00	1:00:00.0	1:00:00.0	0:00:00.0	59.2	52.4	66.8	63.3	61.9	60.2	58.5	55.6	53.8

APPENDIX D
TRIP GENERATION ANALYSIS



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

October 18, 2017

Ms. Cheryl Tubbs, Vice President of Operations
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, CA 92408

Dear Ms. Tubbs:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this trip generation analysis for the Outdoor Recreational Vehicle (RV) Storage Facility project in the City of Beaumont. The project location map is shown on Figure 1.

This report summarizes our methodology, analysis, and findings. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

PROJECT DESCRIPTION

The application is for a conditional use permit for an existing recreational vehicle storage facility. The storage facility is located on a 24.77-acre property that is associated with the Cherry Valley Lakes RV Resort located at 36805 Brookside Avenue in the City of Beaumont (in the previously unincorporated area of the County of Riverside). The site plan indicates no proposed changes to the existing operation, which has approximately 15 acres developed for storage. The remainder of the 24.77-acre property is open space and no development is proposed.

The existing storage facility offers year round RV storage to its members and is open 8:00 AM to 4:00 PM, seven days a week. The existing site is located southeast of the Brookside Avenue and I-10 Freeway crossing. The site has two access gates on the private driveway from the Cherry Valley Lakes RV Resort to Brookside Avenue. The RV storage area is secured with a 6 foot high perimeter fence with gates, surfaced with gravel material, and security lighting is provided within the storage area. Figure 2 illustrates the project site plan.

EXISTING CONDITIONS

The two lane driveway from the Cherry Valley Lakes RV Resort to Brookside Avenue is variable width. The driveway exit at Brookside Avenue is 32 feet in width. Currently, Brookside Avenue is a 2 lane

Ms. Cheryl Tubbs, Vice President of Operations
LILBURN CORPORATION
October 18, 2017

availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today.

The projected trip generation of the RV storage facility is approximately 1.73 daily vehicle trips per acre, 0.07 trips per acre during the morning peak hour and 0.47 trips per acre during the evening peak hour (see Table 2). This is based on the actual vehicle count and the developed acreage on site.

TRAFFIC IMPACT ANALYSIS CRITERIA

According to the County of Riverside Traffic Impact Analysis Preparation Guide, April 2008 (see Appendix C); certain type of projects, because of their size, nature or location, are exempt from the requirement of preparing a traffic impact analysis:

1. The project generates 100 or more vehicles trips during the peak hours based on trip generation data.
2. The project generates 50 or more vehicle trips during the peak hours at the intersection of two streets designated as Collector or higher.
3. The project creates safety or operational concerns.

NEED FOR TRAFFIC IMPACT ANALYSIS

The project site is located approximately 250 feet south of the Brookside Avenue which is classified as a Secondary Highway on the City of Beaumont General Plan Circulation (see Appendix D). The project will have access to Brookside Avenue via a private driveway. The project is located east of the I-10 Freeway and within one to one and one-half mile to the regional freeway access ramps to the south and the north, respectively.

During the morning and evening peak hours, the project trip generation is less than 50 vehicle trips. Based on the requirement to analyze intersections with 50 or more project trips during the peak hour, the project does not meet the trip threshold for any intersections; a traffic impact analysis is not required for the existing RV storage facility.

CONCLUSIONS

1. The proposed site is located at 36805 Brookside Avenue in the City of Beaumont (previously unincorporated area of the County of Riverside).
2. The existing development consists of 15 acres of recreational vehicle storage facility on a 24.77-acre site.

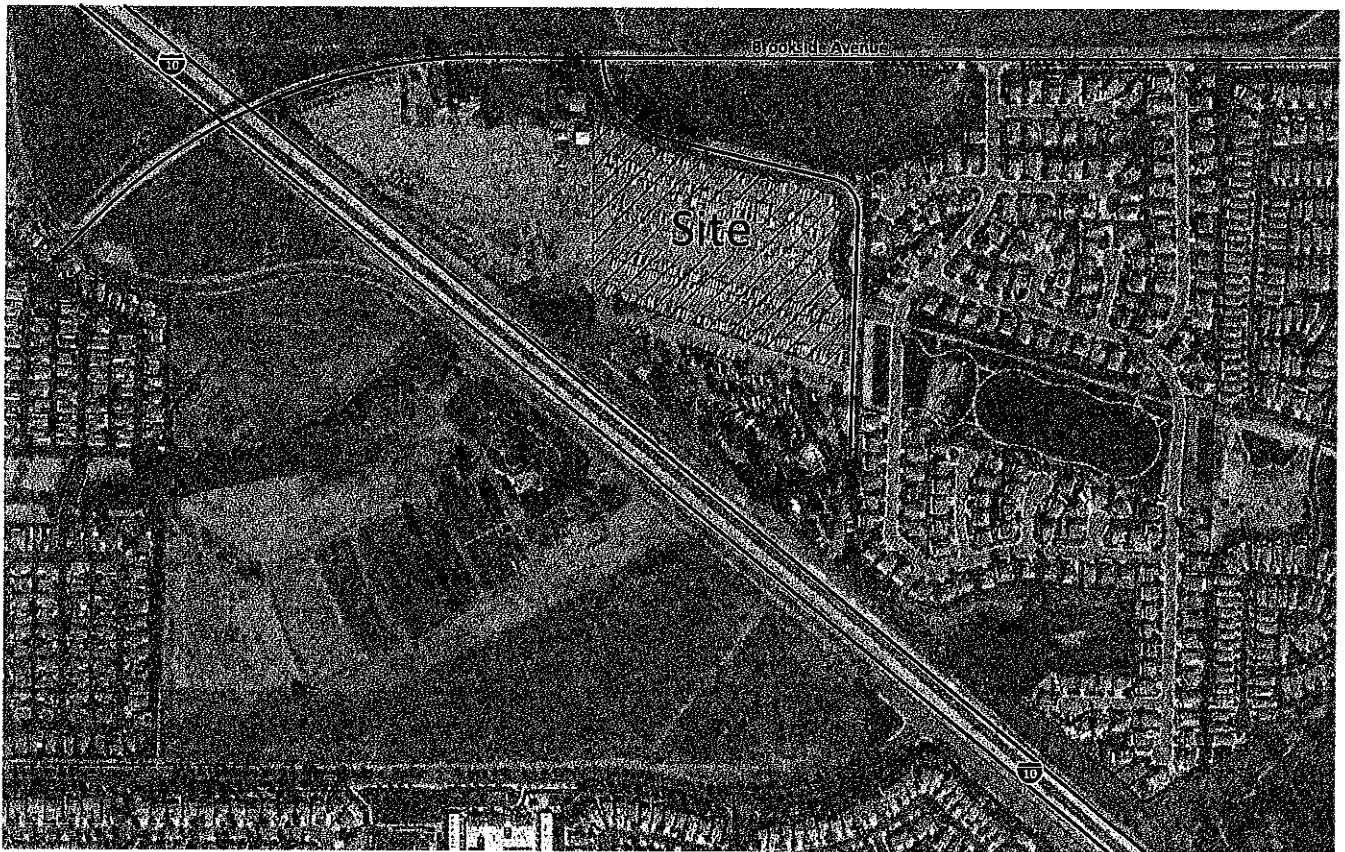
Table 1

Project Trips Generated by Count¹

Vehicle Type	Morning Peak Hour			Evening Peak Hour			Daily
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Passenger Cars	1	0	1	2	4	6	18
Passenger Cars with Trailer	0	0	0	1	0	1	4
2-Axle Truck	0	0	0	0	0	0	4
Total	1	0	1	3	4	7	26

¹ Traffic count data collected on Wednesday (October 12, 2017).

Figure 1
Project Location Map



KUNZMAN ASSOCIATES, INC.
OVER 40 YEARS OF EXCELLENT SERVICE



JN 7117

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER-CAR-EQUIVALENTS (PCE): One car is one Passenger-car-equivalent. A truck is equal to 2 or 3 Passenger-car-equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger-car-equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

APPENDIX B

Driveway Counts

City of Beaumont
RV Storage - SE of Brookside and I-10
24 Hour Driveway Counts
North Driveway
10/12/2017

	Entering					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	1	0	0	0	0	1
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	1	1

	Exiting					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	1	0	0	0	0	1
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	1	1
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0

City of Beaumont
RV Storage - SE of Brookside and I-10
24 Hour Driveway Counts
South Driveway
10/12/2017

	Entering					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0

	Exiting					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0

City of Beaumont
RV Storage - SE of Brookside and I-10
24 Hour Driveway Counts
TOTAL
10/12/2017

	Entering					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	1	0	0	0	0	1
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	1	0
12:00	0	0	0	0	0	0

	Exiting					
	Pass Vehicle	Large 2 Axle	3 Axle	4+ Axle	Auto w/Trailer	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	1	0	0	0	0	1
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	1	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
12:00	0	0	0	0	0	0

1

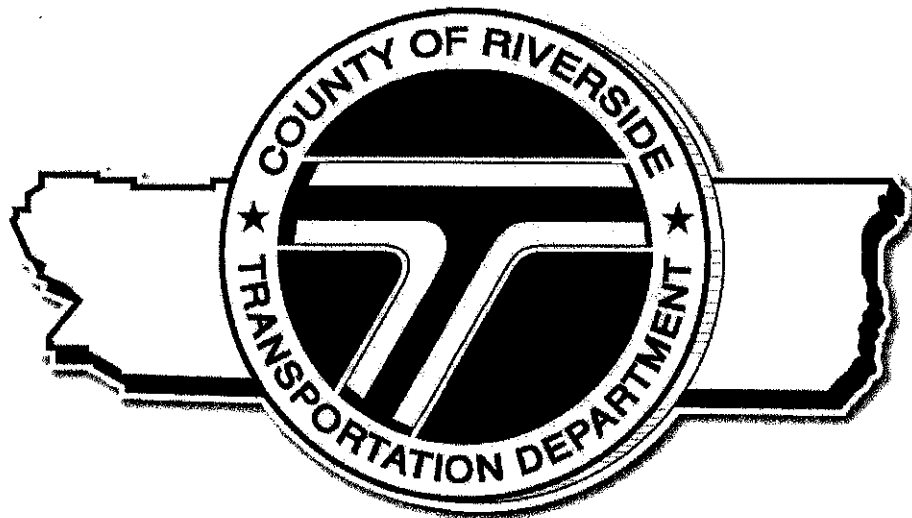
0 1

APPENDIX C

County of Riverside
Traffic Impact Analysis Preparation Guide (April 2008)

Riverside County Transportation Department

Traffic Impact Analysis Preparation Guide



April 2008

Juan C. Perez
Director of Transportation

Date

EXHIBIT A

TRAFFIC IMPACT ANALYSIS EXEMPTIONS

The following types of development proposals are generally exempt from Traffic Impact Analysis requirements per Board of Supervisor's action November 5, 1996 (Item No. 3.27.):

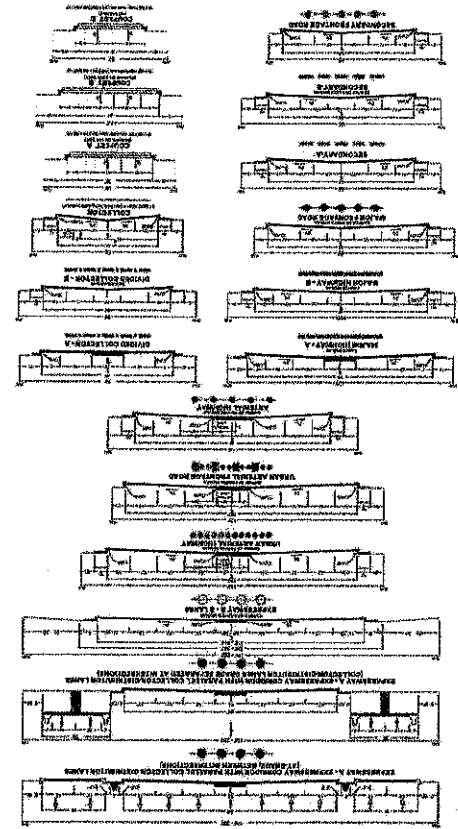
1. All Residential Parcel Maps.
2. Single Family Residential Tracts of less than 100 lots.
3. Apartments and other Multiple Family projects of less than 150 units.
4. Plot Plan and Uses Cases for projects of one acre or less.
5. Preschools, Elementary Schools and Middle Schools.
6. Churches, Lodges, Community Centers, Neighborhood Parks and Community Parks.
7. Mini Storage Yards
8. Congregate Care Facilities that contain significant special services, such as medical facilities, dining facilities, recreation facilities and support retail facilities.
9. Level 1 projects (100-200 peak hour trips) in areas where a comprehensive traffic analysis has been performed and road improvement infrastructure funding mechanisms are in place. The Transportation Department may, however, require a traffic impact analysis study for projects that exhibit potential adverse impacts to the circulation system.
10. Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours.

These exemptions will apply **in most cases**, however, the Transportation Department reserves the right to require a traffic impact analysis for any development regardless of size and/or type. The level of analysis shall be determined on an individual basis. The following are examples of conditions under which an exemption would not be granted.

- a. The presence of an existing or potential safety problem.

APPENDIX D

**City of Beaumont
General Plan Circulation Element**



CITY OF BEAUMONT GENERAL PLAN
CIRCULATION ELEMENT