Initial Study and Mitigated Negative Declaration

OAK VALLEY EXPRESS PROJECT

April 2019

Lead Agency:

City of Beaumont

550 East 6th Street

Beaumont, CA 92223

Prepared for:

Oak Valley Express, LLC

Oak Valley Express

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MITIGATED NEGATIVE DECLARATION
OAK VALLEY EXPRESS PROJECT

Lead Agency: City of Beaumont

Project Proponent: Oak Valley Express, LLC

Project Location: The Project site is located on privately owned, undeveloped property, in the City of Beaumont in Riverside County, California, approximately 0.19 mile east of Interstate 10 (I-10) and west of Golf Club Drive (Figure 1). The Project site is located north of Oak Valley Parkway and west of Golf Club Drive. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north.

Project Description: The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on 2.3-acres in the City of Beaumont east of Interstate 10 (I-10) and north of Oak Valley Parkway.

Public Review Period: May 8,2019 to June 6, 2019

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1 ***Preconstruction Surveys for Burrowing Owl****:* To minimize impacts and to adhere to the Western Riverside MSHCP mitigation requirements regarding burrowing owl, it is recommended that:

- Conduct Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (protocol dated March 29, 2006).
- No more than 30 days prior to the first ground-disturbing activities, the Project Applicant shall retain a qualified biologist to conduct a preconstruction survey on the Project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines.
- On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership need not be surveyed. The survey shall take place near the sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owls are nesting on or directly adjacent to disturbance areas. During the non-

breeding season (September 1–January 31), surveys shall document whether burrowing owls are using habitat on or directly adjacent to any disturbance area. Survey results will be valid only for the season during which the survey is conducted.

- If burrowing owls are not discovered, further mitigation is not required. If burrowing owls are observed during the pre-construction surveys, the applicant shall perform the following measures to limit the impact on the burrowing owls:

    1. Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the Project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot nondisturbance buffer zone.

    2. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The Project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

BIO-2 ***Preconstruction Nesting Bird Survey:*** If construction or other Project activities are to begin during the bird breeding season (February through August for raptors and March through August for most other birds), a pre-construction survey for nesting birds, including loggerhead shrike, shall be conducted by a qualified biologist. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities will need to be avoided within any buffer zones until the nest is deemed no longer active by the biologist. If Project activities are scheduled during the nesting bird season, this survey may be conducted concurrently with the preconstruction survey for burrowing owl if conducted within three days prior to initial ground disturbance.

Cultural and Tribal Cultural Resources

CUL-1 **Inadvertent Cultural Resources Findings:** For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist and Native American Monitor provided by the consulting tribes shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant, archaeologist and consulting tribes will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards

shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact any tribes claiming cultural affiliation to the area and, specifically the Morongo Band of Mission Indians, as they have requested. If requested by the Tribe(s), the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. If resources are found to be significant historical resources under CEQA then CUL 2 and/or CUL-3 shall apply.

CUL-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 curation 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 and will be submitted to the South Central Coastal Information Center (SCCIC).

CUL-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 documented 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 oversite 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:

c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and.

d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, Eastern Information Center and interested tribes:

CUL-4 **Human Remains:** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in MM CUL-3. If the MLD fails to make a recommendation regarding the treatment or the recommendation is not feasible per the property owner, then the remains shall be reburied with appropriate dignity and respect on the property in a location not subject to further disturbance. In the event the MLD fails to make a recommendation - ESA should be set up to prevent further disturbance. The ESA should not indicate that remains are buried there. This should be conducted in coordination with the NAM/D63.

GEO-1 **Paleontological Resources:** If substantial excavations (a depth greater than 5 feet) 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. And 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 curation of any recovered materials shall be identified and funded by the Applicant and approved by the City.

NOI-1 Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the Project site.
- The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, do not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ARB	Air Resources Board
AQMP	Air Quality Management Plan
BCVWD	Beaumont-Cherry Valley Water District
BUSD	Beaumont Unified School District
BMP	Best Management Practices
°C	Celsius
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
$CO2_e$	Carbon Dioxide Equivalents
CO Plan	Federal Attainment Plan for Carbon Monoxide
CRHR	California Register of Historic Places
CWA	California Water Act
dB	Decibel
dBA	A-weighted sound level
DIF	Development Impact Fees
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
°F	Fahrenheit
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transportation Administration
GHGs	Greenhouse Gases
HeC2	Hanford coarse sandy loam
IPCC	Intergovernmental Panel on Climate Change
Ldn	Day-night average level
Leq	Equivalent sound level
Lmax	Maximum noise level

LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MGD	million gallons per day
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Areas
NO_X	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OPR	California Governor's Office of Planning and Research
OHWM	Ordinary High Water Mark
PM_{10} and $PM_{2.5}$	Particulate Matter
PPV	Peak particle velocity
RCIP	Riverside County Integrated Project
RCALUC	Riverside County Airport Land Use Compatibility
rms	Root mean square
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
USACE	United States Army Corps of Engineers
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SoCAB	South Coast Air Basin
SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TeG	Terrace escarpments
TMDL	Total Maximum Daily Load

TUMF	Transportation Uniform Mitigation Fee
TvC	Tujunga loamy sand
USDA	United States Department of Agriculture
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	Vibration in decibels
VMT	Vehicle miles traveled
WRCOG	West Riverside Council of Governments

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Oak Valley Express Project
Lead Agency Name and Address:	City of Beaumont 550 East 6th Street Beaumont, CA 92223
Contact Person and Phone Number:	Christina Taylor Community Development Director 951-769-8518
Project Location:	The Project site is located on privately owned, undeveloped property, in the City of Beaumont in Riverside County, California, approximately 0.19 mile east of Interstate 10 (I-10) and west of Golf Club Drive. The Project site is located north of Oak Valley Parkway and west of Golf Club Drive. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north. (**Figure 1, *Project Vicinity*** and **Figure 2, *Project Location***).
General Plan Designation:	Community Commercial
Zoning:	(CC) Commercial Community

1.2 Introduction

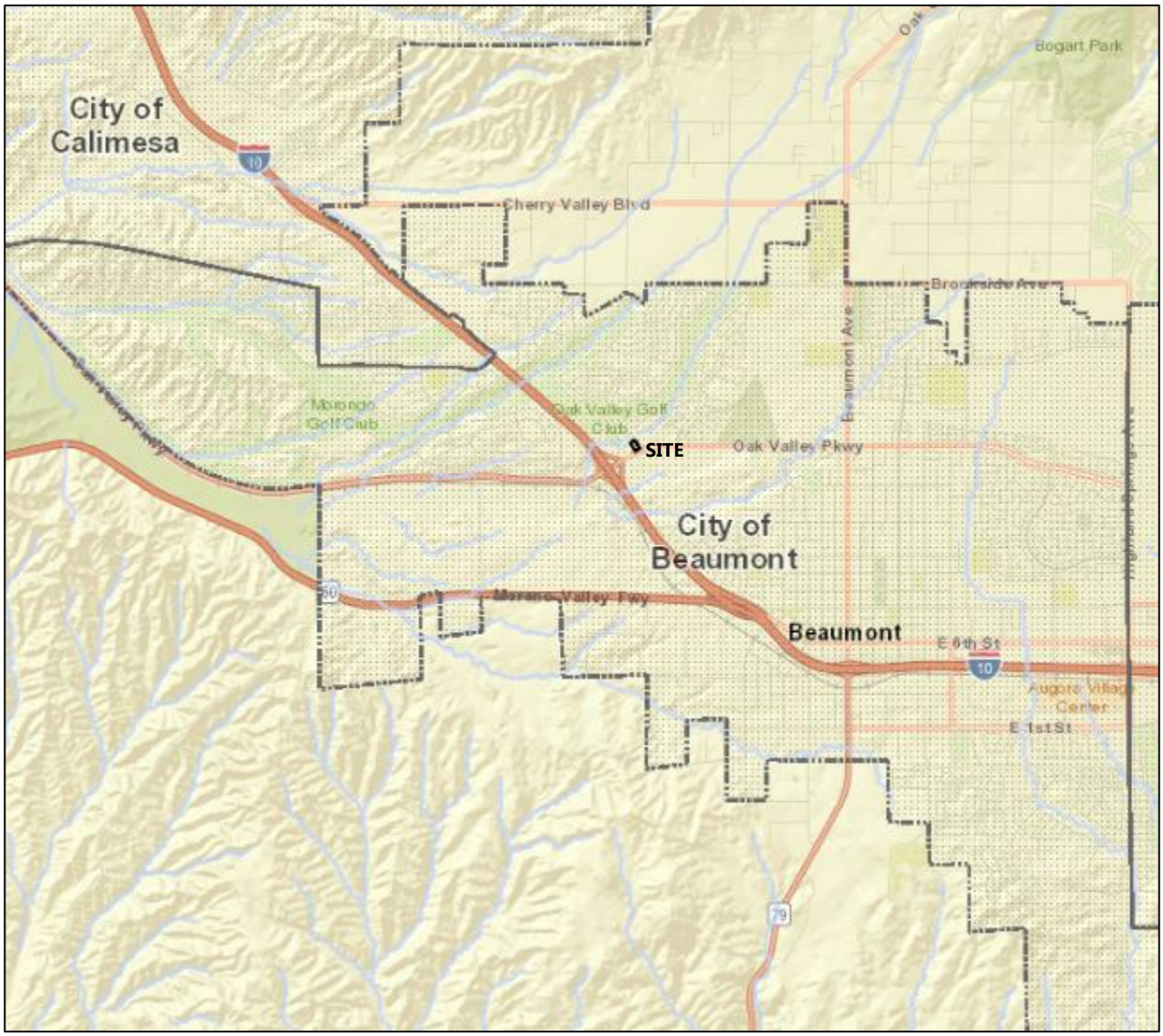
The City of Beaumont is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Oak Valley Express Project (Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

The Project site encompasses approximately 2.3 acres and is located north of Oak Valley Parkway and west of Golf Club Drive, approximately 0.19 mile east of I-10. Surrounding areas include an undeveloped land to the north, south, and west, and commercial development and single-family homes to the east (**Figure 1, *Project Vicinity*** and **Figure 2, *Project Location***). The land use designation for the Project site is Community

Commercial. Land use designations adjacent of the Project site include Community Commercial to the north, south, and west, and Community Commercial and Single-Family Residential to the east (**Figure 3, *General Plan Land Use Map*** and **Figure 4, *Zoning Map***). The elevation of the Project site is approximately 2,514 feet above mean sea level (amsl) and is located within the Unites States Geological Survey (USGS) 7.5-minute El Casco topographic quadrangle (**Figure 5, *USGS Quadrangle***).

Figure 1, Project Vicinity

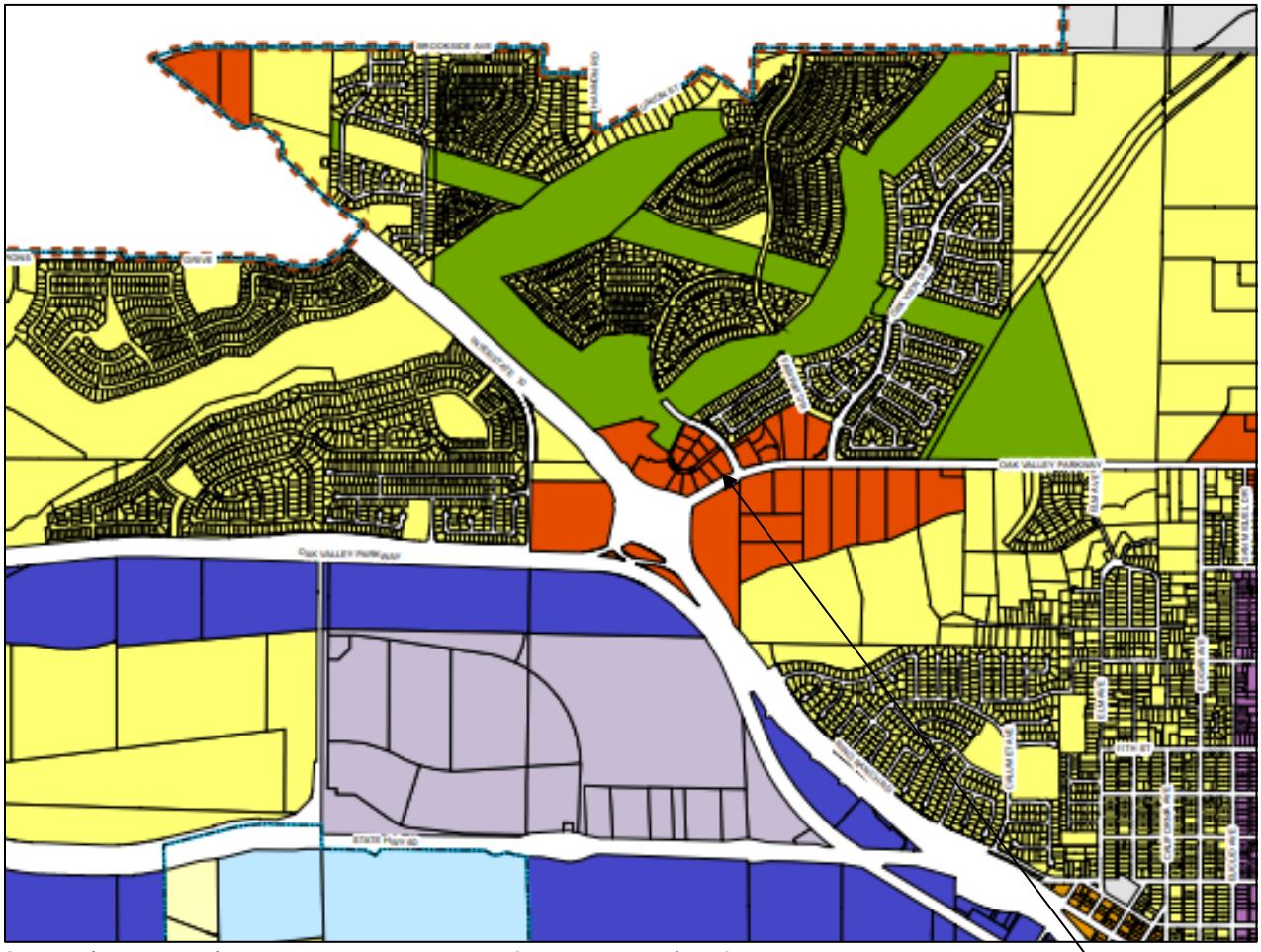


Source: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 2, Project Location

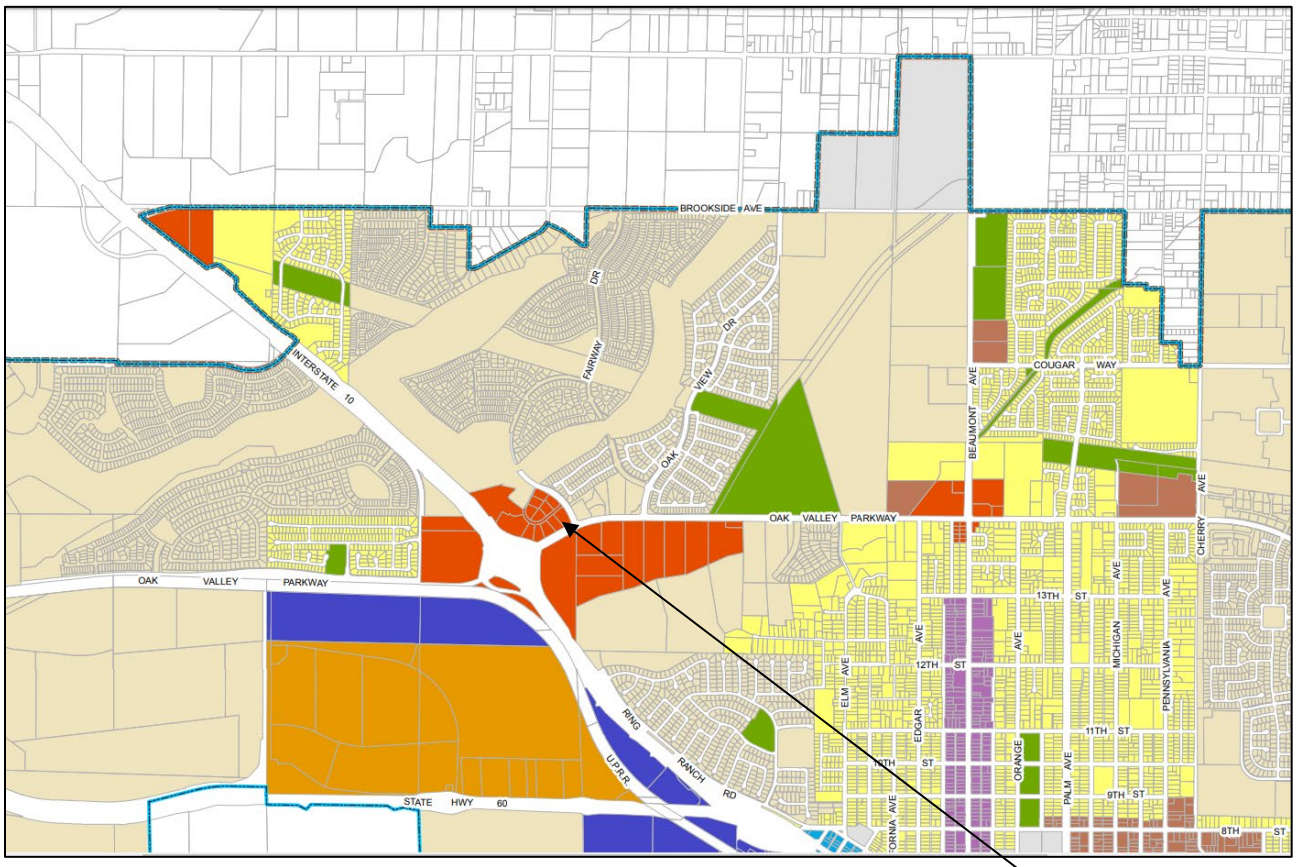
Source: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 3, General Plan Land Use Map



Source: http://www.beaumontca.gov/DocumentCenter/Home/View/64

Figure 4, Zoning Map



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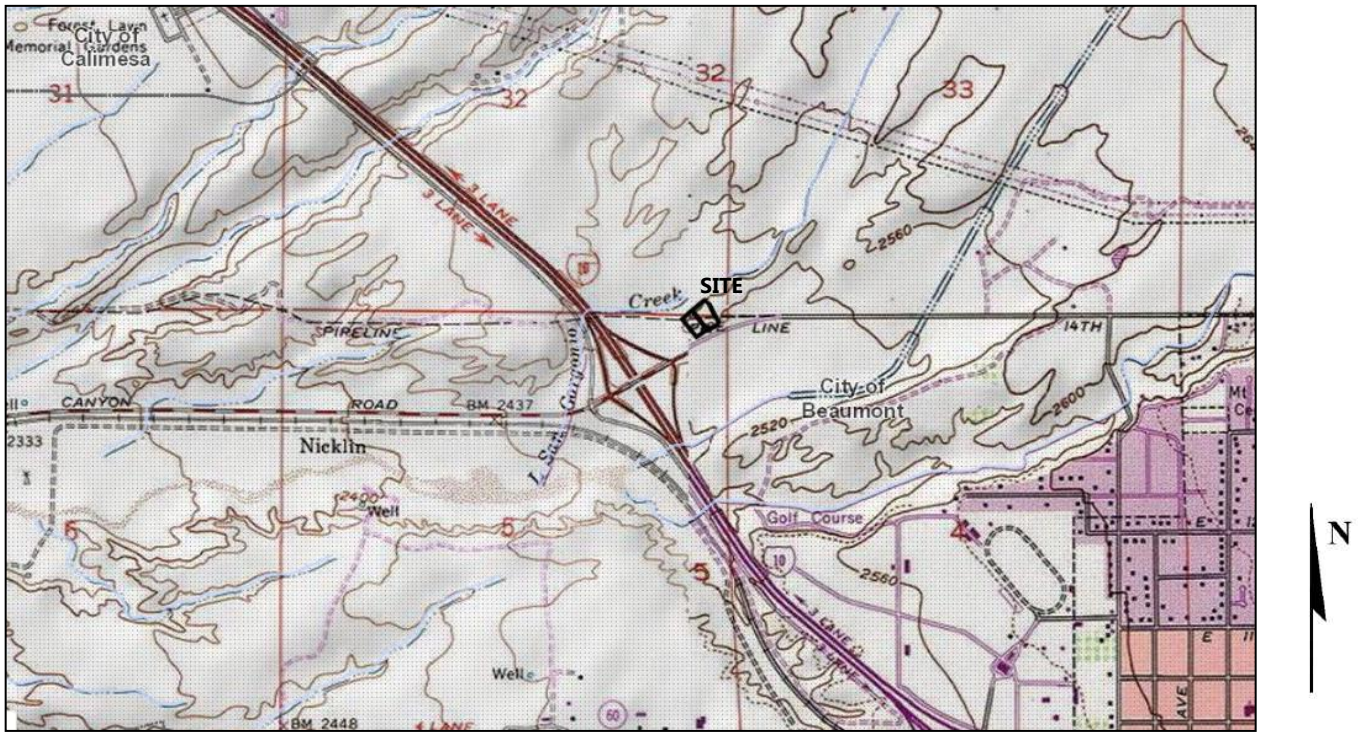
LEGEND

- CITY BOUNDARY
- SPHERE OF INFLUENCE

ZONING DESIGNATIONS

- (RR) RESIDENTIAL RURAL
- (RSF) RESIDENTIAL SINGLE-FAMILY
- (SPA) SPECIFIC PLAN AREA
- (RMF) RESIDENTIAL MULTI-FAMILY
- (CG) COMMERCIAL GENERAL
- (CC) COMMERCIAL COMMUNITY
- (CM) COMMERCIAL MANUFACTURING
- (M) MANUFACTURING
- (BAO) BEAUMONT AVENUE OVERLAY
- (MRO) MINERAL RESOURCE OVERLAY
- (PF) PUBLIC FACILITIES
- (RC) RECREATION AND CONSERVATION

Figure 5, USGS Quadrangle



Source: *Phase I Cultural Report* (**Appendix D**)

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SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Background

The Project includes the construction of a gas station and supporting commercial uses on an approximately 2.3-acre parcel in the City of Beaumont. The Project site is located north of Oak Valley Parkway and west of Golf Club Drive, in the northerly portion of the City of Beaumont. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north (**Figure 2, *Project Location***).

2.2 Project Characteristics

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on 2.3-acres in the City of Beaumont east of Interstate 10 (I-10) and north of Oak Valley Parkway. Circulation through the Project site would be provided via an asphalt concrete paved road (**Figure 6, *Site Plan***).

There will be a common architectural theme throughout the Project which will be reflected in the use of colors, materials, roof elements, massing, detailing, lighting, and tower elements. Buildings will range in height from approximately 19' to 25' (for tower elements). The Project will utilize earth tones, stacking stone, and metal siding. Tower elements, awnings, and trellis elements will be utilized as well (**Figure 7, *Elevations***).

Proposed site improvements would also include the installation of landscaping, parking (76 spaces), any required drainage facilities, water and sewer connections, and lighting.

Approximately 21,132 square feet (21.3%) of the Project site will be landscaped. Landscaping will include evergreen and deciduous species.

Grading of the site will require 5,367 cubic yards of cut and 155 cubic yards of fill, resulting in an export of 5,212 cubic yards of earthwork on the Project site (**Figure 8, *Grading Plan***).

The stormwater drainage system would collect stormwater runoff originating on the Project site and convey it to an underground infiltration chamber located at the southwestern portion of the Project site (**Figure 9, *WQMP Site Plan***). Water and sewer service lines would be installed connecting the interior of the Project site to existing water and sewer lines within Oak Valley Village Circle.

Anticipated hours of operation are as follows:

- Gas Station/Convenience Store/Attached Drive-Thru Restaurant: 24 hours per day / 7 days per week.
- Retail Building: 5a.m. - 1 a.m. (Includes delivery, set up & closing times).
- Restaurant: 24 hours per day / 7 days per week.

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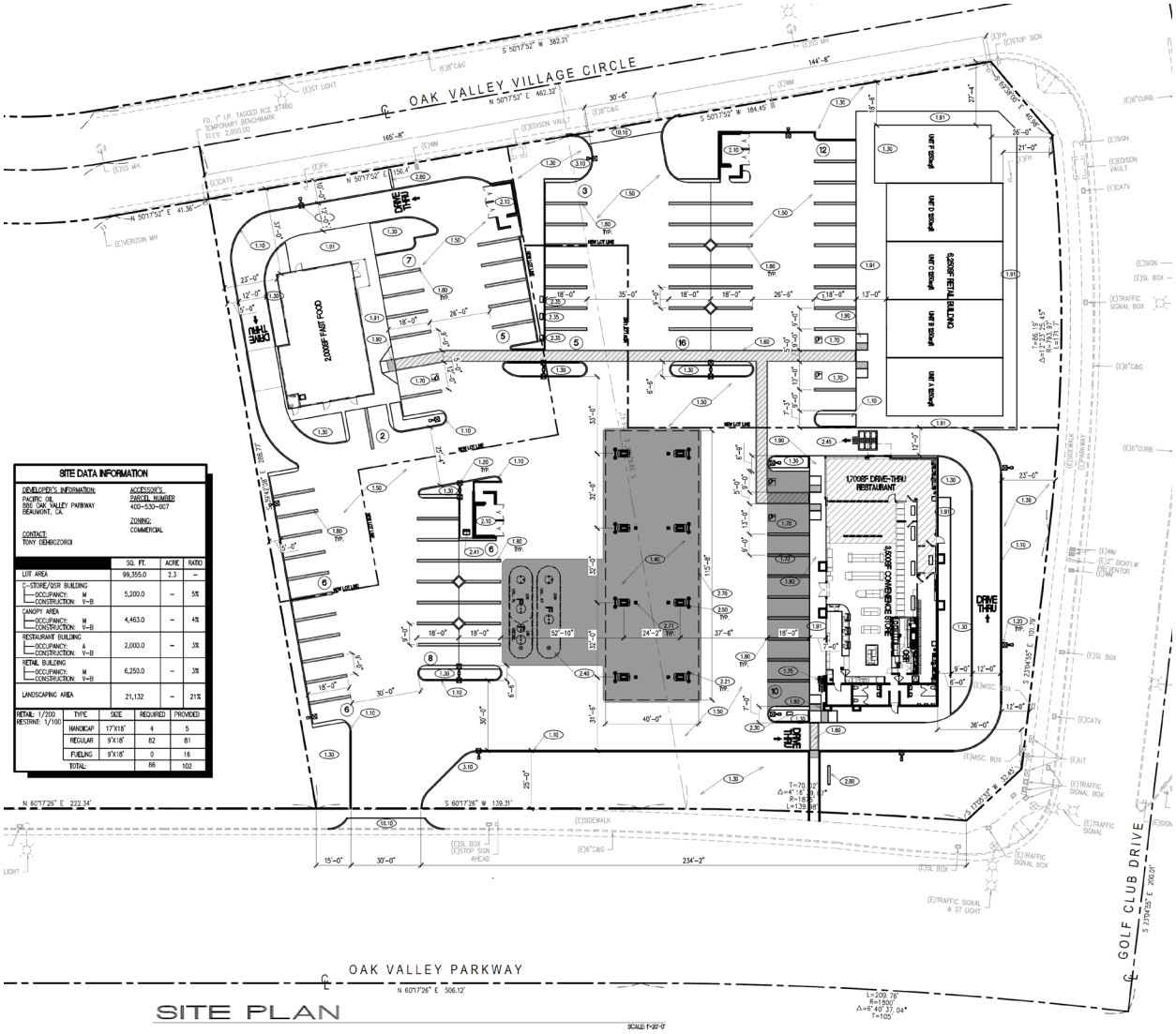
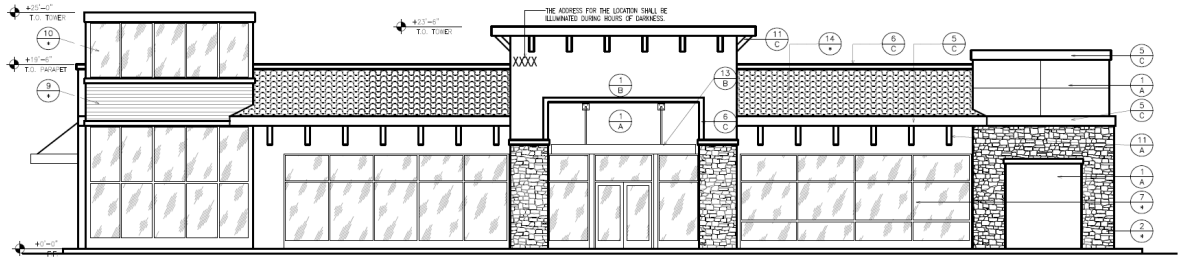
Figure 6, Site Plan

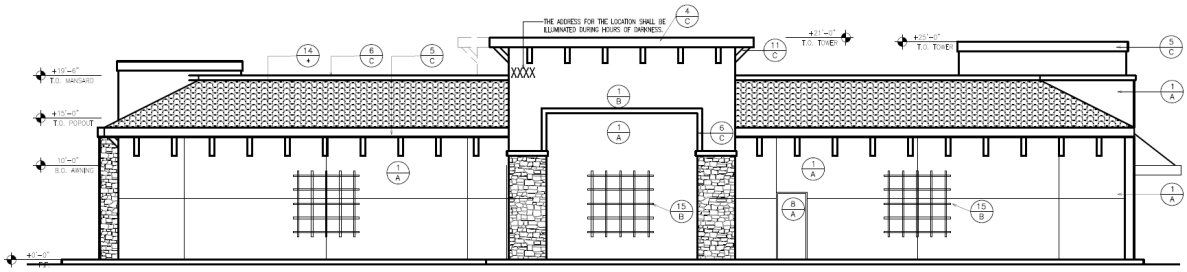


Source: *Project Plans/Materials* (**Appendix J**)

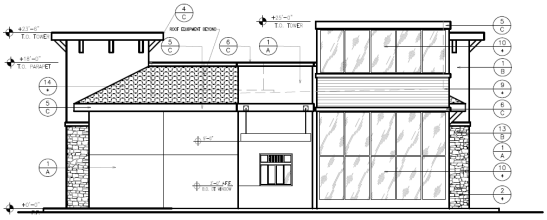
Figure 7, Elevations



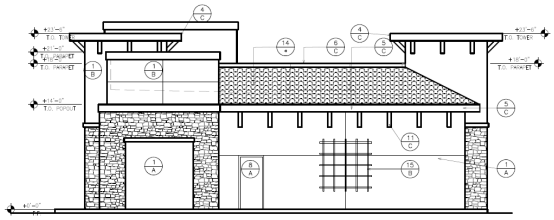
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Source: *Project Plans/Materials* (**Appendix J**)

COLOR

A SHERWIN WILLIAMS SW6094 SENSATIONAL SAND (MAIN WALLS)

B SHERWIN WILLIAMS SW6067 MOCHA (TOWERS/COLUMNS)

C SHERWIN WILLIAMS 6091 RELIABLE WHITE (TRIMS AND CORNICE)

MATERIAL

1 SAND FINISH STUCCO

2 STACKING STONE BY COLORADO STONE (OLD COUNTRY LEDGE)

3 EXPANSION JOINTS

4 PREFAB FOAM STUCCO FINISH TOP CORNICE

5 2X12 STUCCO FINISH TRIM

6 2X6 STUCCO FINISH TRIM

7 TEMPERED GLASS STORE FRONT DOORS & GLAZING

8 3X7 SOLID METAL DOOR

9 MS METAL METALIC SILVER VERTICAL SIDING
ICC#: ER-5912

10 TEMPERED ONEWAY STORE FRONT GLAZING

11 6X BRACING

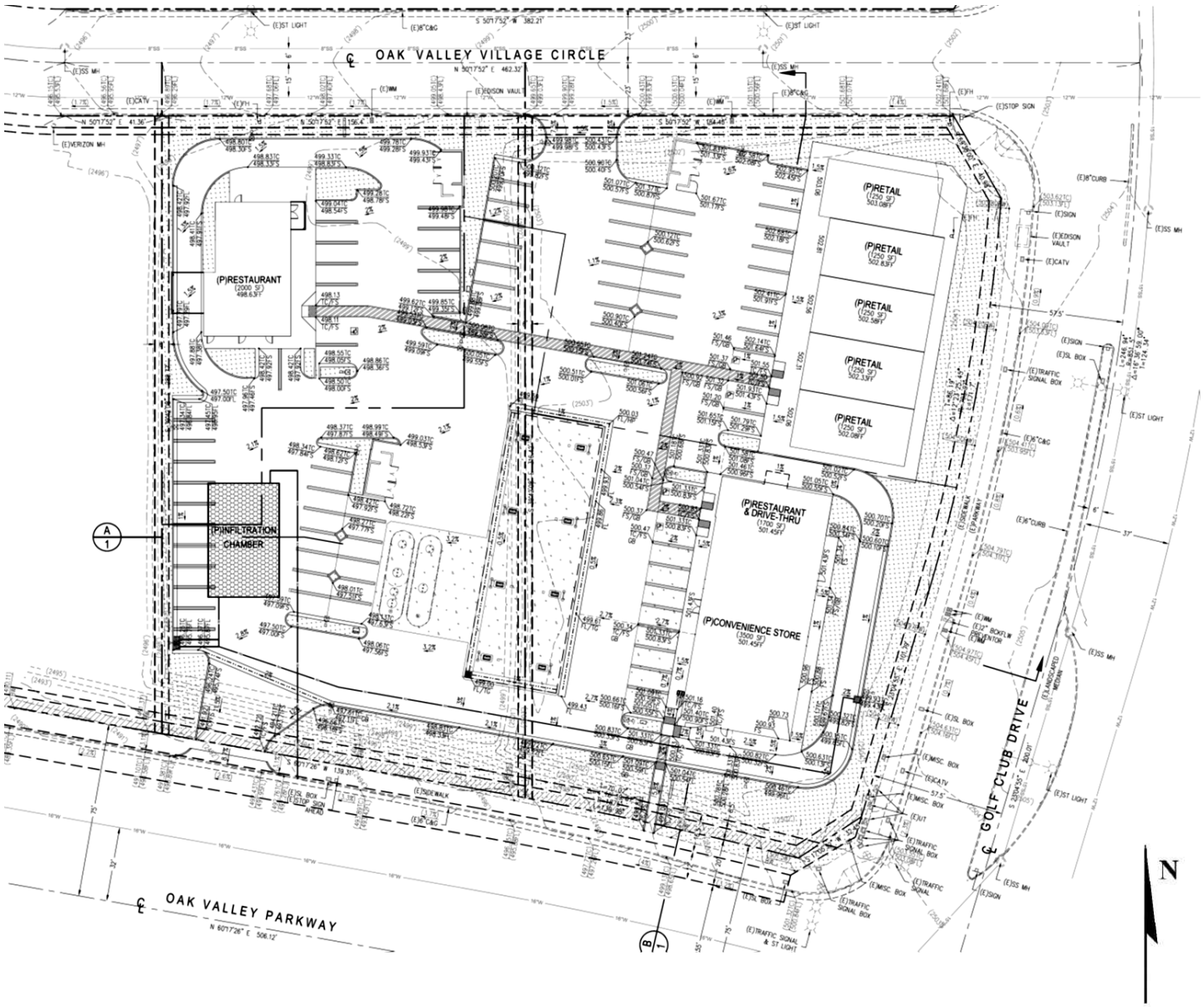
12 ROOF TOP EQUIPMENT BEYOND

13 12"H METAL AWNING WITH SUSPENDED CABLE RODS

14 2 PIECE MISSION TILE ROOF (EL CAMINO REAL BLEND)

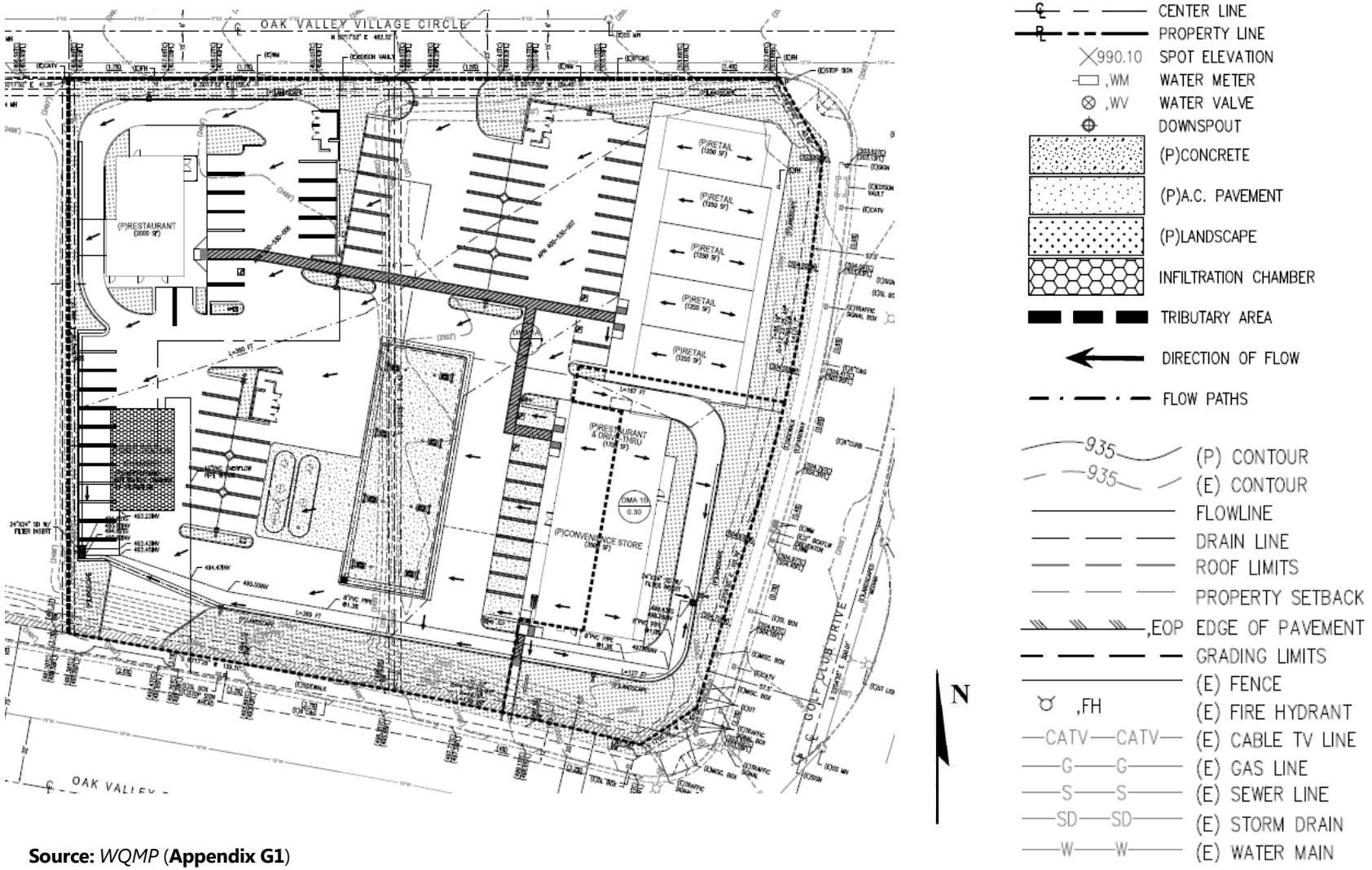
15 2X2 TS PLANT TRELLIS

Figure 8, Grading Plan



Source: *Project Plans/Materials* (**Appendix J**)

Figure 9, WQMP Site Plan



Source: *WQMP* (**Appendix G1**)

2.3 Project Timing

According to the information provided by the Applicant, construction of the Project is anticipated to start in April 2019, with construction estimated to last approximately 11½ months. See **Table 2-1, *Conceptual Construction Schedule***, below.

Table 2-1
Conceptual Construction Schedule

Construction Phase	Construction Schedule		Working Days
	Start Date	End Date	
Site Preparation	4/1/2019	4/3/2019	3
Grading[1]	4/4/2019	4/24/2019	15
Building Construction[1]	4/12/2019	2/13/2020	220
Paving	2/14/2020	2/27/2020	10
Architectural Coating	2/28/2020	3/12/2020	10
Source: CalEEMod Output (Appendix A).			

Source: *AQ/GHG Analysis* (**Appendix B**)

[1] There will be overlap between the grading and building construction phases of development. Building construction will commence upon issuance of building permits.

Construction equipment assumptions are shown in **Table 2-2, Construction *Equipment Assumptions***.

Table 2-2
Construction Equipment Assumptions

Phase Name	Equipment	Number	Hours per day	Horsepower	Load Factor
Site Preparation	Graders	1	8	187	0.41
	Scrapers	1	8	367	0.48
	Tractors/Loaders/Backhoes	1	7	97	0.37
Grading	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	7	97	0.37
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	7	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	1	6	97	0.37
	Welders	3	8	46	0.45
Paving	Cement and Mortar Mixers	1	8	9	0.56
	Pavers	1	8	130	0.42
	Paving Equipment	1	8	132	0.36
	Rollers	2	8	80	0.38
	Tractors/Loaders/Backhoes	1	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48
Source: CalEEMod Output (Appendix A).					

Source: *AQ/GHG Analysis* (**Appendix B**)

2.4 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Project:

- Encroachment Permit from the City of Beaumont

2.5 Consultation with California Native American Tribe(s)

A letter dated November 14, 2018, from the Native American Heritage Commission (NAHC), identified the culturally affiliated tribes and provided the negative results of NAHC Sacred Lands File search. On December 21, 2018, the City of Beaumont submitted 45 AB 52 notification letters to 43 Native American tribal governments or designated tribal representatives (in some cases multiple letters were sent to representatives of the same tribe). Of the 43 tribes or tribal representatives, the City received responses from the following four tribes: Cabazon Band of Mission Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, and San Manuel Band of Mission Indians. The Morongo Band of Mission Indians requested

consultation. A detailed summary of the consultation process is provided in Section 4.18 of this Initial Study.

SECTION 3.0 ENVIRONMENTAL FACTORS AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use/Planning	☐ Transportation
☒ Cultural Resources	☐ Mineral Resources	☒ Tribal Cultural Resources
☐ Energy	☒ Noise	☐ Utilities/Service Systems
☒ Geology/Soils	☐ Paleontological Resources	☐ Wildfire
		☒ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

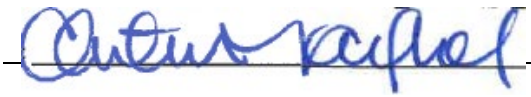
I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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

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

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

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



4-29-19
Date

Christina Taylor
Community Development Director

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 *Environmental Setting*

The City of Beaumont is located in the western portion of Riverside County, bounded by Cherry Valley to the north, City of Banning to the east, the City of San Jacinto to the south, and unincorporated areas and the City of Calimesa to the west. The most prominent natural feature near the City is the San Gorgonio Mountains which bound the City of Beaumont to the north and east.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The Project site is located 1.9 miles northwest of State Highway 79 and 0.19 mile east of I-10. Neither of these highways is designated as a State Scenic Highway by Caltrans. The nearest State Scenic Highway to the Project site is Highway 243, located approximately 6.7 miles to the southeast.

Visual Character of the Project Site

The Project site is located on privately owned, undeveloped property, in the City of Beaumont in Riverside County, California, approximately 0.19 mile east of Interstate 10 (I-10) and west of Golf Club Drive. The Project site is located north of Oak Valley Parkway and west of Golf Club Drive. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north. The Project site is vacant and does not contain any structures (**Figure 2, *Project Location***).

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Sources: Caltrans California Scenic Highway Mapping System; *Project Plans/Materials* (**Appendix J**); and City of Beaumont's Municipal Code.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**

The Project site is located north of Oak Valley Parkway and west of Golf Club Drive. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north. The closest residential uses are located 133 feet from the northeast corner of the Project site. The retail building and the drive thru lane for the fast food restaurant are located at this corner of the site and are

separated from the sidewalk by an approximate 20' landscaped buffer. There is a 6' high block wall at the rear of these homes. In addition, there are streetlights in the landscaped median for Golf Club Drive.

The City of Beaumont General Plan does not identify scenic vistas within its planning area. Current views of the San Gorgonio Mountains from the Project site are partially obstructed by residential development to the north of the Project site. Development of the Project would not create additional obstructions since it would not construct new buildings at higher elevations than what is located north of the Project site. The Project will not have a substantial adverse effect on a scenic vista. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**

The Project site is located 0.19 mile east of I-10 and 1.9 miles northwest of State Highway 79. Neither of these highways is designated or eligible as a State Scenic Highway by Caltrans. The nearest State Scenic Highway to the Project site is Highway 243, located approximately 6.7 miles to the southeast. Therefore, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

There will be a common architectural theme throughout the Project which will be reflected in the use of colors, materials, roof elements, massing, detailing, lighting, and tower elements. Buildings will range in height from approximately 19' to 25' (for tower elements). The Project will utilize earth tones, stacking stone, and metal siding. Tower elements, awnings, and trellis elements will be utilized as well (**Figure 7, *Elevations***).

The proposed improvements will change the visual character of the Project site. However, the proposed improvements would be compatible in scale with the existing development in the vicinity of the Project site which already includes a mix of uses including commercial and residential uses. Based on the current General Plan Land Use designation/Zoning classification of Community Commercial to the north and west of the Project, these future uses are also anticipated to be similar in scale. The Project would not introduce

structures or other built environment elements that would contrast with the existing development of the vicinity of the Project site. Furthermore, the design of the Project complies with all zoning requirements (i.e. height restrictions, setbacks, lot coverage, etc.). Therefore, the Project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Lastly, the Project is not located in an urbanized area. The area could be classified as "urbanizing" or even more of a "suburban" land pattern. Therefore, the Project will not conflict with applicable zoning and other regulations governing scenic quality. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			**X**	

New lighting sources will be created from additional sources of light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed. For these reasons, and because there are limited numbers of construction workers, these impacts are considered less than significant.

During operations, the Project would include light fixtures for parking areas within the Project site, wall mounted lighting and signage, as well as canopy lighting under the fueling station canopy. Light fixtures would be shielded and directed downward to avoid spillover effects to surrounding properties.

All lighting associated with the Project will be required to comply with the City of Beaumont's Municipal Code Chapter 8.50 "Outdoor Lighting" which establishes standards to reduce light pollution generated by outdoor lighting fixtures and devices. Compliance with Municipal Code Chapter 8.50 is a standard condition and is not considered unique mitigation under CEQA. Therefore, the Project will not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. Impacts will be less than significant.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Aesthetic Resources.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The land use designation for the Project site is Community Commercial. Land use designations adjacent of the Project site include Community Commercial to the north, south, and west, and Community Commercial and Single-Family Residential to the east. The current zoning designation for the Project site is (CC) Community Commercial.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Sources: City of Beaumont General Plan; *Map My County* (**Appendix A**); California Department of Conservation's Farmland Mapping and Monitoring Program; and Public Resources Code.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**

The California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this Initial Study. The highest rated Important Farmland is Prime Farmland. Farmland maps are updated and released every two years. According to *Map My County* for the Project site, the Project site is located on land classified as Urban and Built-Up Land. Therefore, the Project would not be located on land classified as prime farmland, unique farmland, or farmland of statewide importance. No impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**

The Project site is not located on land zoned for agricultural use. According to *Map My County*, the Project site is mapped as Urban and Built-Up Land and not within an agricultural preserve subject to a Williamson Act contract. The Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?				**X**

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits*. The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). The Project site is located on land designated for commercial land uses within a Community Commercial zoning classification. The Project site is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**

As discussed in 4.2.2.c, above, neither the Project site, or surrounding parcels are zoned for forest land, timberland, or timberland production. The Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				**X**

The Project site and surrounding properties are not currently used for agriculture. *Map My County* has mapped the Project site and surrounding properties as Urban and Built-Up Land. The Project site is not mapped as farmland or currently being used for agriculture; therefore, the Project would not result in the

conversion of farmland to a non-agricultural use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for agricultural and forestry resources.

4.3 Air Quality

4.3.1 Environmental Setting

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called criteria pollutants because the health and other effects of each pollutant are described in criteria documents. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

CARB divides the state into air basins that share similar meteorological and topographical features. The Project site lies in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB is designated as a nonattainment area for the federal ozone and fine particulate matter ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for state ozone, coarse particulate matter (PM_{10}), and $PM_{2.5}$ standards.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Sources: *Air Quality and Greenhouse Gas Analysis Report* (*AQ/GHG Analysis,* **Appendix B**); and City of Beaumont General Plan.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	

To evaluate whether or not a project conflicts with or obstructs the implementation of the applicable air quality plan (2016 Air Quality Management Plan for the South Coast Air Basin), the *South Coast Air Quality Management District CEQA Air Quality Handbook* states that there are two key indicators. These indicators are identified by the criteria discussed below.

1. **Indicator:** Whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the Air Quality Management Plan (AQMP).
2. **Indicator:** According to Chapter 12 of the *SCAQMD CEQA Air Quality Handbook*, the purpose of the General Plan consistency findings is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended criteria in the SCAQMD's 1993 Handbook, the analysis below uses the following criteria to address this potential impact:

- **Step 1:** Project's contribution to air quality violations (SCAQMD's first indictor);
- **Step 2:** Assumptions in AQMP (SCAQMD's second indictor); and
- **Step 3:** Compliance with applicable emission control measures in the AQMPs.

- **Step 1: Project's Contribution to Air Quality Violations**

According to the SCAQMD, the Project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As shown in Impact 4.3.2.b and Impact 4.3.2.c below, the Project would not generate regional or localized construction or operational emissions that would exceed SCAQMD's thresholds of significance.

If a project's emissions do not exceed the SCAQMD regional thresholds for volatile organic compounds (VOC), Nitrogen Oxide (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), PM_{10}, or $PM_{2.5}$, it follows that the project's emissions would not exceed the allowable limit for each project in order for the region to attain and maintain ambient air quality standards, which is the primary goal of air quality plans. As shown in Impact 4.3.2.b below, the Project's regional construction and operational emissions would not exceed the SCAQMD regional thresholds of significance.

Furthermore, as described in Impact 4.3.2.c below, the Project's localized construction and operational emissions would not exceed the Project location-specific SCAQMD localized significance thresholds (LSTs). Considering this information, the Project's construction and operational emissions would not contribute substantially to potential air quality violations and thus would comply with the applicable air quality plan.

- **Step 2: Assumptions in AQMP**

The development of emission burdens used in AQMPs to demonstrate compliance with ambient air quality standards is based, in part, on land use patterns contained within local general plans.

Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and if the general plan was adopted prior to the applicable AQMP, then the growth of vehicle miles traveled (VMT) and/or population generated by said project would be consistent with the growth in VMT and population assumed within the AQMP. The City of Beaumont adopted its General Plan in 2007, which is prior to the adoption of the AQMP. The current City of Beaumont General Plan land use designation on the Project site is Community Commercial, and the current zoning designation for the Project site Commercial Community. According to the General Plan, Community Commercial is characterized by commercial shopping centers that serve adjacent neighborhoods. Furthermore, the General Plan identifies this land use as being appropriate for locations near freeway interchanges.

The Project site is vacant, and the Project is proposing to develop a 6,250-square-foot shopping center, a gas station with 16 fueling positions, two fast food restaurants, and associated paving and landscaping. The Project is consistent with the current land use designation and would not require a General Plan amendment or a change in zoning. Therefore, growth supported by the project is reasonably accounted for in the AQMP.

- **Step 3: Control Measures**

The AQMP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A detailed description of rules and regulations that may apply to this project are provided below. The Project would comply with all applicable SCAQMD rules and regulations. Therefore, the Project complies with applicable emission control measures in the AQMPs.

SCAQMD Rule 201 prohibits a person from building, erecting, installing, altering, or replacing any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive officer.

SCAQMD Rule 203 prohibits a person from operating or using any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202 (temporary permit to operate).

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard Best Management Practices, such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

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

Rule 403 measures may include but are not limited to the following:

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

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

SCAQMD Rule 461 applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank.

SCAQMD Rule 481 applies to all spray painting and spray coating operations and equipment. This rule would apply to the application of architectural coatings to the exterior and interior or of the building walls.

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

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

SCAQMD Rule 1138 applies to owners and operators of commercial cooking operations, preparing food for human consumption. The rule requirements currently apply to chain-driven charbroilers used to cook meat. All other commercial restaurant cooking equipment including, but not limited to, under-fired charbroilers, may be subject to future rule provisions.

SCAQMD Rule 1143 governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186 limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

In summary, the Project would not exceed the growth assumptions in the AQMP. The Project would not result

in a regional or localized exceedance of criteria air pollutants and would comply with all applicable SCAQMD rules and regulations. Accordingly, the Project would not conflict with or obstruct implementation of the applicable air quality plans (2016 AQMP). Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?			**X**	

This impact is related to regional criteria pollutant impacts. The nonattainment regional pollutants of concern are ozone, PM_{10}, and $PM_{2.5}$. Ozone is not emitted directly into the air but is a regional pollutant formed by photochemical reactions in the atmosphere. Ozone precursors, VOC and NO_X, react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SCAQMD does not have a recommended ozone threshold, but it does have thresholds of significance for VOC and NO_X.

The Project would generate regional criteria air pollutant and ozone precursor emissions resulting from short-term construction and long-term operational activities. SCAQMD has developed regional thresholds of significance for both construction and operational emissions.

These thresholds are considered the allowable emissions limit for each project in order for the region to attain and maintain ambient air quality standards. Therefore, a project that would not generate daily regional emissions that exceed SCAQMD's thresholds would also not violate or contribute substantially to an existing or projected air quality violation. The Project's regional construction and operational emissions, which include both on-site and off-site emissions, are evaluated separately below.

Regional Thresholds

Construction Emissions

Projects in the South Coast Air Basin (SoCAB) would generate significant construction-related regional emissions if daily emissions would exceed:

- 75 pounds per day of VOC, also known as reactive organic gases (ROG);
- 100 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of SO_X;
- 150 pounds per day of PM_{10}; and
- 55 pounds per day of $PM_{2.5}$.

Regional Thresholds for Operational Emissions

Projects in the SoCAB would generate significant operational regional emissions if daily emissions would exceed:

- 55 pounds per day of VOC;

- 55 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of SO_X;
- 150 pounds per day of PM_{10}; and
- 55 pounds per day of $PM_{2.5}$.

Construction Regional Emissions

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the Project would result in the temporary generation of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions from construction activities such as demolition, grading, building construction, architectural coating, and asphalt paving. Fugitive particulate matter dust emissions are primarily associated with earth disturbance and grading activities, and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings and asphalt paving.

Table 4.3-1, *Regional Construction Emissions by Construction Activity*, below, presents the Project's maximum daily construction emissions for each construction activity and during the entire construction duration using the worst-case summer or winter daily construction-related criteria pollutant emissions for each phase of construction. For detailed assumptions, methodologies, and models used to estimate emissions, please refer to Section 4, Modeling Parameters, and Assumptions and/or Appendix A of the *AQ/GHG Analysis*.

Table 4.3-1

Regional Construction Emissions by Construction Activity

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2019						
Site Preparation	1.8	21.6	12.3	0.0	1.6	0.9
Grading	2.3	34.0	11.9	0.1	4.6	2.6
Building Construction—2019	2.8	21.0	17.4	0.0	1.7	1.2
Overlap of Building Construction and Grading	5.2	55.0	29.4	0.1	6.2	3.8
2020						
Building Construction—2020	2.5	19.3	16.9	0.0	1.5	1.1
Paving	1.6	11.6	12.4	0.0	0.8	0.7
Architectural Coating	19.2	1.7	2.2	0.0	0.2	0.1
2019-2020						
Maximum Daily Emissions	**19.2**	**55.0**	**29.4**	**0.1**	**6.2**	**3.8**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides; PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns.
[1] Assumes compliance with SCAQMD Rule 403.
Source of emissions: CalEEMod Output (see Appendix A of the *Air Quality and Greenhouse Gas Analysis Report* (**Appendix B**).
Source of thresholds: SCAQMD 2015

As shown in **Table 4.3-1**, above, the Project's regional daily construction emissions would not exceed any of SCAQMD's thresholds of significance. Therefore, the short-term construction emissions would not violate or contribute substantially to an existing or projected air quality violation. The impact would be less than significant.

Operational Regional Emissions

Following construction of the Project, long-term operational emissions would be generated, resulting from the day-to-day operations. Operational emissions for land use development projects are typically distinguished as mobile-, area-, and energy-source emissions. Mobile-source emissions are those associated with automobiles that would travel to and from the Project site. Area-source emissions are those associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic architectural coatings.

Energy-source emissions are those associated with electricity consumption and are more pertinent for GHG emissions than air quality pollutants. For detailed assumptions, methodologies, and models used to estimate emissions, please refer to Section 4, Modeling Parameters, and Assumptions and/or Appendix A of the *AQ/GHG Analysis*. **Table 4.3-2, *Operational Regional Pollutants***, below, presents the Project's maximum daily operational emissions between summer and winter seasons.

Table 4.3-2

Operational Regional Pollutants

Operational Activity	Regional Pollutant Emissions (pounds per day) [1]					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	0.4	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.3	0.3	0.0	0.0	0.0
Mobile	8.7	53.3	52.0	0.2	9.9	2.8
Gasoline Transfer and dispensing activities[2]	7.6	—	—	—	—	—
Total Operational Emissions	**12.0**	**53.7**	**52.2**	**0.2**	**9.9**	**2.8**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns
[1] Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent maximum daily emissions that could occur throughout the year.
[2] VOC emissions from gasoline transfer and dispensing activities at the proposed gas station are were calculated based on maximum VOC limits of 0.15 pounds of VOC per 1,000 gallons from the loading of gasoline into storage tanks, and 0.38 pounds of VOC per 1,000 gallons from the dispensing of gasoline into vehicle fuel tanks.
Source of area-, energy-, and mobile-source emissions: CalEEMod Output (see Appendix A).
Source of thresholds: SCAQMD 2015.

As shown in Table **4.3-2**, the Project's regional daily operational emissions (which includes gasoline transfer and dispensing activities) would not exceed any of SCAQMD's thresholds of significance. Therefore, the long-term daily operational emissions would not violate or contribute substantially to an existing or projected air quality violation. The impact would be less than significant.

This impact is also related to the cumulative effect of a project's regional criteria pollutant emissions. As described above, the region is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. However, by its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the

Project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the State CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions.

Cumulative Construction Emissions

As shown above in **Table 4.3-1, *Regional Construction Emissions by Construction Activity***, above, the Project's maximum daily construction emissions would not exceed SCAQMD's regional thresholds of significance. Therefore, the Project's construction emissions would not result in a cumulatively considerable incremental contribution to the existing cumulative air quality impacts. Furthermore, all construction activities would comply with applicable SCAQMD rules and regulations, including Rule 403 to minimize fugitive PM dust emissions. Therefore, considering that the Project's short-term construction emissions would not exceed any significance thresholds, the Project would not result in a cumulatively considerable net increase of construction emissions. The cumulative impact from construction of the Project would be less than significant.

Cumulative Operational Emissions

As shown above in **Table 4.3-2, *Operational Regional Pollutants***, above, the Project's maximum daily operational emissions would not exceed SCAQMD's regional thresholds of significance. Therefore, the Project's operational emissions would not result in a cumulatively considerable incremental contribution to the existing cumulative air quality impacts. Considering that the Project's long-term operational emissions would not exceed any significance thresholds, the Project would not result in a cumulatively considerable net increase of operational emissions. The cumulative impact from long-term operation of the Project would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	

This impact evaluates the potential for the Project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors.

For the Project, the closest sensitive receptor is a single-family residence located approximately 134 feet northeast of the Project site on the east side of Golf Club Drive. This analysis evaluates the potential for construction- and operational-related criteria air pollutant, ozone precursor, and toxic air contaminant (TAC) emissions to impact sensitive receptors.

Localized Significance Threshold Analysis—Criteria Pollutants

The localized construction and operational analyses use thresholds (i.e., LSTs) that represent the maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard. If the project's construction or operational emissions are under those thresholds, it follows that the project would not cause or contribute to an exceedance of the standard and would not expose sensitive receptors to substantial pollutant concentrations.

Localized Construction Analysis

As discussed in Section 4 (Modeling Parameters and Assumptions) of the *AQ/GHG Analysis*, the LST Methodology only applies to on-site emissions and states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only on-site emissions were compared with the applicable LSTs. The construction LSTs were obtained for a 2-acre project site located in SRA 29 with the nearest sensitive receptor being less than 25 meters away.

Table 4.3-3, *Comparison of Construction LSTs and Project Construction Emissions (Unmitigated)*, below, presents the Project's maximum daily on-site emissions compared with the applicable LSTs. Emissions estimates account for implementation of SCAQMD Rule 403, which is required for all projects regardless of significance.

Table 4.3-3

Comparison of Construction LSTs and Project Construction Emissions (Unmitigated)

Activity	Maximum On-site Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
2019				
Site Preparation	21.5	11.9	1.5	0.9
Grading	22.7	10.2	3.6	2.3
Building Construction—2019	18.9	15.3	1.1	1.0
Overlap of Building Construction and Grading	41.7	25.4	4.7	3.3
2020				
Building Construction—2020	17.4	14.9	0.9	0.9
Paving	11.6	11.8	0.7	0.6
Architectural Coating	1.7	1.8	0.1	0.1
Maximum Daily Emissions	**41.7**	**25.4**	**4.7**	**3.3**
Construction Localized Significance Threshold	**149**	**1,541**	**10**	**6**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
MF = Microfiltration.
NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} and $PM_{2.5}$ = particulate matter.
Phases are assumed to not overlap; therefore, the maximum daily emissions are from the highest representative phase. PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with SCAQMD Rule 403—Fugitive Dust.
Source of emissions: CalEEMod Output (see Appendix A of the *Air Quality and Greenhouse Gas Analysis Report* (**Appendix B**).
Source of thresholds: SCAQMD 2009, for SRA 29, 25 meters, 2-acre site.

As shown in **Table 4.3-3**, above, the Project's maximum daily on-site emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the Project's construction activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the Project's construction-related criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

Localized Operational Analysis

Similar to the construction LST analysis above, the applicable operational LSTs were obtained for a project located in SRA 29, a 2-acre project site, and the nearest sensitive receptor being within 25 meters (to provide a conservative analysis).

As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs.

Because a majority of the Project's mobile-source emissions would occur on the local and regional roadway network away from the Project, only the on-site area-, energy-, and mobile- source emissions were analyzed. A trip length of 0.1 mile was used in the modeling input assumptions to account for on-site emissions from mobile sources. **Table 4.3-4, *Comparison of Operational LSTs and Project Operational Emissions (Unmitigated)***, below, presents the Project's maximum daily on-site emissions compared with the applicable LSTs.

Table 4.3-4

Comparison of Operational LSTs and Project Operational Emissions (Unmitigated)

Operational Activity	On-site Emissions (pounds per day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	0.0	0.0	0.0	0.0
Energy	0.3	0.3	0.0	0.0
Mobile	43.8	27.8	0.5	0.2
Maximum On-site Daily Emissions	**44.1**	**28.1**	**0.5**	**0.2**
Operations Localized Significance Threshold	**149**	**1,541**	**3**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
MF = Microfiltration.
NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} and $PM_{2.5}$ = particulate matter.
Phases are assumed to not overlap; therefore, the maximum daily emissions are from the highest representative phase. PM10 and PM2.5 emissions are from the mitigated output to reflect compliance with SCAQMD Rule 403—Fugitive Dust.
Source of emissions: CalEEMod Output (see Appendix A of the *Air Quality and Greenhouse Gas Analysis Report* (**Appendix B**).
Source of thresholds: SCAQMD 2009, for SRA 29, 25 meters, 2-acre site.

As shown in **Table 4.3-4**, above, the Project's maximum daily on-site operational emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the Project's operational activities would not cause or contribute substantially to an existing or future ambient air quality standard violation.

Accordingly, the Project's operational criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

Toxic Air Pollutants—On-site Workers

A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations.

On-site workers are not required to be addressed through a health risk assessment process. A document published by the California Air Pollution Control Officers Association, Health Risk Assessments for Proposed

Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the Project would not remain on-site for any significant period. Therefore, a health risk assessment for on-site workers is not required or recommended.

Toxic Air Pollutants—Construction

Construction-related activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing), building construction, and other miscellaneous activities. DPM was identified as a TAC by the Air Resources Board (ARB) in 1998.

Maximum PM_{10} and $PM_{2.5}$ emissions would occur during demolition, site preparation, and grading/excavation activities, which require the largest number of heavy-duty diesel equipment. This period is expected to last less than two months. Particulate matter emissions would decrease for the remaining construction period, because construction activities such as building construction and paving would require less construction equipment. While the maximum DPM emissions associated with grading/excavation activities would only occur for a portion of the overall construction period, this activity represents the worst-case condition for the total construction period. This would represent less than 1 percent of the total 70-year lifetime exposure period used to estimate health risks.

Therefore, because of the short exposure period, and the ongoing implementation of Environmental Protection Agency (EPA) and ARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, DPM generated by Project construction is not expected to result in significant health risks to sensitive receptors. As a result, the impact would be less than significant, and mitigation would not be required.

Toxic Air Pollutants—Operations

Common sources of TACs include high traffic freeways, distribution centers, large gas dispensing facilities, and dry cleaners. Operation of the Project would not include those uses and therefore would not emit TACs. Additional information regarding the Project's gas dispensing component is provided below.

ARB Air Quality and Land Use Handbook contains recommendations that will "help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution," including recommendations for distances between sensitive receptors and certain land uses. The recommendation for siting fueling stations is as follows.

- **Fueling stations.** ARB recommends avoiding new sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

As previously discussed, the nearest sensitive receptor is a single-family residence located approximately 134 feet northeast of the Project site on the east side of Golf Club Drive. Specifically, the same receptor would be located approximately 351 feet from the nearest gas station pump proposed by the Project. Both distances are greater than the 50-foot separation recommended for typical gas dispensing facilities. SCAQMD has

developed estimates of cancer risks from industry-wide source categories, including retail gasoline dispensing facilities. The methodology used to estimate those risks are consistent with SCAQMD Rule 1401 and (2) California Air Pollution Control Officer Association (CAPCOA) risk assessment guidance for gasoline service stations. At a distance of 351 feet from the proposed gas station pump, the nearest sensitive receptor would be exposed to a cancer risk of 1.72 in one million (SCAQMD 2007a) (The estimate of 0.66 in a million is based on the estimated cancer risk from Banning, which is the closest service station in Table 3 of the SCAQMD document, a 100-meter receptor distance, and a 5.2 million gallon per year throughput volume.). The project could also include the possible use of charbroilers at the fast food restaurants. However, according to Rule 1138 and Rule 222 of the ARB, commercial charbroilers are permitted stationary sources regulated by the local air district (Air Resources Board - Rule 1138). In addition, TAC emissions created by the fast food charbroilers would be negligible due to their limited hours of operation and required filtration systems and would result in a less than significant cancer risk and is, therefore, not analyzed further. The Project would be subject to annual throughput reporting required by the SCAQMD. Furthermore, the Project would be subject to State and regional requirements for vapor recovery systems to control gasoline emissions. Based on the distance to the nearest sensitive receptors and adherence to regulations, impacts would be less than significant.

Carbon Monoxide Hotspot Analysis

Project trips would contribute to vehicle volumes at existing and future local intersections. Local mobile-source CO emissions and concentrations near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels with respect to local sensitive land uses, such as residential units, hospitals, schools, and childcare facilities.

With the turnover of older vehicles, introduction of cleaner fuels and implementation of more stringent emissions control technology, CO concentrations in the SCAQMD have steadily declined. CO is not a pollutant of concern in the region and all air monitoring stations in the SoCAB have discontinued monitoring for this pollutant in the last 3 years.

Nevertheless, as part of the demonstration of CO attainment for the SoCAB (2003 Air Quality Management Plan and 1992 Federal Attainment Plan for Carbon Monoxide), SCAQMD evaluated potential CO exceedance throughout the air basin. As discussed in the 1992 CO Plan, peak CO concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. In the 1992 CO Plan, SCAQMD performed a CO hotspot analysis for the four busiest intersections in Los Angeles at the peak morning and afternoon peak-hours. The busiest intersection (Wilshire Boulevard and Veteran Avenue), which had traffic volumes of approximately 100,000 vehicles per day, was determined not to generate a CO hotspot even at peak morning and afternoon conditions. Thus, intersections with fewer than 100,000 vehicles per day would also not be anticipated to result in a CO hotspot.

The traffic impact report prepared for the Project Traffic Impact Analysis (*TIA*, **Appendix I**) identified the peak-hour traffic volumes for six intersections affected by the Project. As identified in the traffic impact report, the maximum peak-hour intersection volume would occur at the Oak Valley Parkway/I-10 Westbound Ramps

during the PM peak-hour. The estimated cumulative traffic volume at this intersection is 2,455 PM peak-hour trips. Using a conservative factor of 10 to calculate daily vehicles, this maximally impacted intersection would service approximately 24,550 vehicles per day, which is substantially less than the 100,000 vehicles determined in SCAQMD's CO hotspot analysis. Furthermore, this peak-hourly intersection traffic volume would be less than other air district CO hotspot screening values such as those of the Bay Area Air Quality Management District (44,000 vehicles per hour) and the Sacramento Metropolitan Air Quality Management District (31,600 vehicles per hour). Therefore, the Project plus cumulative traffic would not contribute a substantial amount of traffic to existing or future intersections that could result in a CO hotspot. Thus, the operational CO impact would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?			**X**	

Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomach ache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations. The SCAQMD's resolution activity for odor compliance is mandated under California Health & Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (SJVAPCD) does have a screening distance for odor sources. Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would not likely to have a significant impact. These screening distances by type of odor generator are listed in **Table 4.3-5, *Screening Levels for Potential Odor Sources***.

Table 4.3-5

Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Construction-Related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with Project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.

Operational-Related Odors

The Project consists of the development of retail and commercial uses that would not be considered typical odor-generating land uses. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods. The Project could also result in odor from dispensing gasoline. The gas pumping areas are located over 350 feet from the nearest sensitive receptors; therefore, the odors from dispensing gasoline are not expected to be detectible to off-site sensitive receptors.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

Dust

As stated above in 4.3.2.b, fugitive particulate matter dust emissions are primarily associated with earth disturbance and grading activities, and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site.

As shown in **Table 4.3-1**, above, the Project's regional daily construction emissions would not exceed any of SCAQMD's thresholds of significance (including dust - PM_{10} and $PM_{2.5}$). Impacts will be less than significant.

As shown in **Table 4.3-3**, above, the Project's maximum daily on-site emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the Project's construction activities would not cause or contribute substantially to an existing or future ambient air quality standard violation (including dust - PM_{10} and $PM_{2.5}$). Impacts will be less than significant.

4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Air Quality resources.

4.4 Biological Resources

A *MSHCP Consistency Analysis, Beaumont Commercial Development Project, City of Beaumont, Riverside California*, was prepared by FirstCarbon Solutions, dated March 21, 2019 (**Appendix C**) to document the existing biological resources on, and in the vicinity of the Project site, to assess the habitat on site for the potential to support sensitive plant and wildlife species, to document the Project's consistency with the goals and objectives of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and to determine whether implementation of the Project would impact sensitive biological resources, as required under CEQA.

Prior to conducting a habitat assessment site survey per the requirements of the MSHCP, a literature search was performed using the following to determine special-status species, sensitive habitats, and potential blue line streams or drainages (potentially jurisdictional to state and federal agencies) that have been documented on site, and within the Project's vicinity.

- California Natural Diversity Database (CNDDB);
- California Native Plant Society's (CNPS) Online Electronic Inventory of Rare and Endangered Plants (CNPSEI);
- United States Department of Agriculture (USDA 1971) Soil Survey;
- California Department of Fish and Wildlife's (CDFW) as well as the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI); and
- Current USGS 7.5-minute topographic quadrangle maps and aerial photographs.
- Regional Conservation Authority (RCA) MSHCP Information Map (RCA information map)

A complete list of plants and wildlife found on the Project site during the habitat assessment site survey can be found in the *MSHCP Consistency Analysis* (**Appendix C**).

The RCA information map was queried using the Project's assessor parcel numbers (APNs) (APN 400-530-007 and 400-530-006) to determine if any MSHCP requirements for habitat assessment(s), potential focused survey(s), or other issues related to biological resources had been identified for the Project site or surrounding area. The information map query indicated that the 1.28-acre portion of the site within APN 400-530-007 is in a Narrow Endemic Plan survey area for Marvin's (Munz's) onion (*Allium munzii*) and many-stemmed dudleya (*Dudleya multicaulis*), as well as a survey area for burrowing owl (*Athene cunicaria*) adjacent to the Project site (and within the Project site's 500-foot buffer area (RCA 2019). There are no MSHCP planning species listed for surveys within APN 400-530-006.

The habitat assessment was conducted on foot during daylight hours. Special attention was paid to any potential sensitive habitats or areas on-site that could potentially support special-status floral and faunal species, as well as the MSHCP species indicated by the RCA information map for APN 400-530-007. Additional parameters of investigation included general habitat, soil conditions, and presence of indicator species, slope, aspect, and hydrology. Habitat potential for burrowing owl on site was determined using "Burrowing Owl

Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area" (dated March 29, 2006) (RCA 2005). The entire Project site and 500-foot buffer area (not just the relevant portion of APN 400-530-007) was walked to identify if the presence of burrowing owl habitat existed on site, per Step I: Habitat Assessment of the aforementioned protocol. The results of the habitat assessment are summarized below.

Environmental Setting

Physical Setting

The Project site is located north of Oak Valley Parkway and west of Golf Club Drive, in the northerly portion of the City of Beaumont. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north (reference **Figure 2, *Project Location***).

Review of the RCA MSCHP Information map indicated that portions of both APNs are located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A total of 0.93 acres of APN 400-530-006 and 0.62 acres of APN 400-530-007 are located within Criteria Cell 940. According to the MSHCP in Section 3.2.1, Figure 3-1, The MSHCP Plan Map, the 2.28-acre Project site consisting of APN 400-530-006 (1.0 acre) and APN 400-530-007 (1.28 acres) is not depicted as Public Quasi-Public (PQP) land (County of Riverside Transportation and Land Management Agency 2003).

Vegetation Communities/Plants

The site's eastern and western borders both have an approximately 10-foot landscaped buffer consisting of ornamental shrubs and irrigation infrastructure. The remainder of the site has a sparse cover of annual grasses, native annual forbs, and invasive species. There are no trees on the site. The dominant plant species observed within the Project site includes soft chess (*Bromus hordeaceus*), wild oat (*Avena fatua*), and barley (Hordeum sp.) in association with scattered mustard (Brassica sp.), sweet fennel (*Foeniculum vulgare*), and California buckwheat (*Eriogonum fasciculatum*), among others, including Russian thistle, yellow starthistle, and telegraph weed (*Heterotheca grandiflora*).

Two acres of the Project site is composed of the Ruderal/Developed/Disturbed land cover type, which is described in detail below. The remainder of the Project site (0.28 acre) is represented by the landscaped area with ornamental plants and irrigation infrastructure, which constitutes the Urban/Developed land cover type. The 500-foot buffer area surrounding the Project site is largely composed of paved roadways, development, and ornamental landscaping associated with surrounding development. The 500-foot buffer area surrounding the site is composed of the Ruderal/Developed/Disturbed Land as well as Urban/Developed vegetation types.

Ruderal/Developed/Disturbed Land is classified as areas that have been physically disturbed (by previous legal human activity) and are no longer recognizable as a native or naturalized vegetation association but continues to retain a soil substrate. Typically, vegetation, if present, is nearly exclusively composed of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance or shows signs of past or present animals' usage that removes any capacity of providing viable natural habitat for uses other than dispersal. Examples of disturbed land include areas that have been graded, repeatedly cleared for fuel

management purposes, and/or experienced repeated use that prevents natural vegetation, recently graded firebreaks, graded construction pads, construction staging areas, off-road vehicle trails, and old home sites. Vegetation within this plant community varies based on the type and frequency of disturbance.

Urban/Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation. The urban/developed vegetation community includes land that has been constructed upon or otherwise covered with a permanent man-made surface. Areas where no natural land is evident, or because large amounts of debris or other materials have been placed upon it, may also be considered. Vegetation within the urban/developed land consists only of ornamental landscape vegetation with little to no native species observed, as is consistent with what was found within the Project site's 500-foot buffer.

The site is considered to be disturbed land, and as such, it offers no suitable habitat for both special-status wildlife and plants. No sensitive, threatened, or endangered plant species were found on the site during the field survey.

Wildlife

The wildlife species observed on and near the Project site during the habitat assessment were common species typically found in urban and rural areas within Riverside County. Wildlife activity was moderate during the field survey. While avian activity was low, California ground squirrel activity was high with numerous sightings during the field survey. Common birds observed on-site during the field survey were common raven, northern mockingbird, and black phoebe.

Soils

The Project site appears to have been graded at some point and is predominantly covered with piles of fill dirt and is compacted throughout.

According to the literature search, there are three types of native soils that have historically been known to exist on the Project site. The majority of the site consists of Terrace escarpments (TeG) throughout the center, with smaller sections of Tujunga loamy sand (TvC) on the western portion of the site near Oak Valley Village Circle, and Hanford coarse sandy loam (HeC2) on the eastern portion of the site near Oak Valley Parkway.

HeC2 has slopes of 2 to 8 percent, and TvC has a 0 to 8 percent slope. Hanford and Tujunga are both formed from granitic sources. TeG are made up of Cowlitz soils, consisting of deep, excessively drained soils with rapid permeability. Hanford and Tujunga form from alluvial fans and floodplains, while Terrace escarpments form in gravelly debris flow or dredge material. Tujunga sandy loam is made up of deep, somewhat excessively drained soils with low runoff. TeG have rapid permeability, while Hanford soils have rapid permeability, and Tujunga has high saturated hydraulic conductivity.

None of these soil types, nor the compacted fill material found throughout the site, are known to be the Delhi soils necessary for Delhi sands flower loving fly. Further, none of the soil types found on site are considered by the National Resource Conservation Service (NRCS) to be hydric soils.

Potential Waters of the U.S. and MSHCP Riparian/Riverine Features

The Project site was examined to identify potential U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA) and CDFW jurisdiction pursuant to Section 1602 of the California Fish and Game Code, as well as riparian/riverine features as identified by the MSHCP. No wetlands or other hydrological features that meet criteria as waters of the United States were observed within the Project site or overall survey area based on preliminary research using a blue line map. No hydrologic features or MSHCP riparian/riverine features, including vernal pools, fairy shrimp, or riparian birds were observed within the Project site or overall survey area during the field survey. The indicators of hydrologic and riparian/riverine habitat include bed and bank features, drainage features, riparian vegetation, hydrophytic vegetation, hydric soils, or wetland hydrology. These features were not found to exist on site.

Further, the Project site is predominantly barren of vegetation and does not contain habitat dominated by trees, 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 that would be indicative of riparian/riverine areas. The Project site does not contain natural or man-made features on site that may have drainage/connectivity to downstream existing or future Conservation Areas that may be MSHCP resources. There is no indication that any area of the Project site may have a hydrologic connection to a MSHCP Conserved Area.

Special-Status Plants

According to the literature search, there are five special status plant species with the potential to occur onsite. These species include:

- Coachella Valley milk vetch (*Astragalus lentiginosus* var. *coachellae*);
- thread-leaved brodiaea (*Brodiaea filifolia*)*;*
- Mojave tarplant (*Deinandra mohavensis*);
- slender-horned spineflower (*Dodecahema leptoceras*)*;* and
- Santa Ana River woollystar (*Eriastrum densifolium*)**.**

According to the RCA MSHCP Map, habitat assessment surveys are only required for narrow endemic plant species Munz's onion and many-stemmed dudleya on APN 400-530-007. All other sensitive plant species are covered under the MSHCP (Table 9-3 of the MSHCP). The Project site was inspected for habitat potential for these species, as well as the species identified for APN 400-530-007, Munz's onion and many-stemmed dudleya. These species were not found on the site during the habitat assessment, nor was habitat for the species. Habitat is not present on the Project site for species not adequately covered under the MSHCP.

Special-Status Wildlife

As the majority of the Project site is disturbed and lacking native vegetation types and communities, it was determined during the habitat assessment that 15 of the special-status wildlife species identified as part of the literature search could not occur on-site, primarily based on absence of suitable habitat due to high soil

compaction and limited vegetation. Furthermore, according to the RCA MSHCP Map, habitat assessment surveys are only required for burrowing owl adjacent to APN 400-530-007, within the Project site's 500-foot buffer area. All other sensitive wildlife species are covered under the MSHCP (Table 9-3 of the MSHCP), and additional surveys are not required.

California ground squirrel and their burrows were observed within areas of the Project site and 500-foot buffer area during the Step I: Habitat Assessment portion of the survey. Because the presence of recently excavated burrows is the primary habitat requirement for burrowing owl nesting habitat (RCA 2005), the California ground squirrel burrows on site were inspected for any sign of burrowing owl habitat or signs that burrowing owl are using the site or buffer area (i.e. whitewash, feathers, or castings). It was concluded that the burrows present were currently occupied by California ground squirrels only. Further, due to extensive soil compaction on the site and limited vegetation, vast areas of the site and buffer area do not have California ground squirrel burrows. In particular, the 0.62-acre portion of APN 400-530-007 within Criteria Area 940 and adjacent to Oak Valley Parkway contains larger fill dirt mounds that could feasibly provide California ground squirrel habitat but do not have burrows. No burrowing owls or sign of burrowing owls was found to be present on site during the habitat assessment. Regardless, because the site features recently excavated burrows, the primary habitat requirement for burrowing owl nesting habitat, and because the Project site is located adjacent to an MSHCP Survey Area for burrowing owl, pre-construction surveys for the species prior to construction are recommended.

Wildlife Movement Corridors

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The Project site was assessed for its ability to function as a wildlife corridor. The Project site is surrounded by active roadways, commercial and residential development, and vacant lots. The majority of the Project site is located within Criteria Cell 940 of the MSHCP, which means that it is part of land determined by the MSHCP to be utilized by wildlife to live on or travel through. While the development of this site may impede wildlife movement through the site itself, it would not prevent the use of the Criteria Cell by wildlife. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project site or its immediate vicinity.

Habitat Conservation Plans and Natural Community Conservation Plans

Review of the RCA MSCHP Information map shows the Project site and surrounding area is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site itself is in the Pass Area Plan, Subunit–SU2-Badlands/San Bernardino National Forest and in Criteria Cell 940. Further, according to the MSHCP in Section 3.2.1, Figure 3-1, The MSHCP Plan Map, the 2.28-acre Project site consisting of APN 400-530-006 (1.0 acre) and APN 400-530-007 (1.28 acres) is not depicted as Public Quasi-Public (PQP) land (County of Riverside Transportation and Land Management Agency 2003). Furthermore, and according to Figure 3-1, the Project site is not located in an area designated as Rural Mountainous Designation in the MSHCP Area, American Indian Lands, Lake, Pre-existing Conservation Agreements, or San Jacinto Wildlife Area Additional Acquisitions.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Sources: Regional Conservation Authority (RCA), 2019, "RCA MSHCP Information Map"; Regional Conservation Authority (RCA), 2005, Report Regarding Burrowing Owl Surveys; County of Riverside Transportation and Land Management Agency, 2003, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Final MSHCP—Volumes 1 and 2, Approved June 17, 2003 (as amended); and *MSHCP Consistency Analysis* (*MSHCP Consistency Analysis*, **Appendix C**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		

Special-Status Plants. According to the RCA MSHCP Map, habitat assessment surveys are only required for narrow endemic plant species Munz's onion and many-stemmed dudleya on APN 400-530-007. All other sensitive plant species are covered under the MSHCP (Table 9-3 of the MSHCP). The Project site was inspected for habitat potential for these species, as well as the species identified for APN 400-530-007, Munz's onion and many-stemmed dudleya. These species were not found on the site during the habitat assessment, nor was habitat for the species. Habitat is not present on the Project site for species not adequately covered under the MSHCP. Impacts to special-status plants would be less than significant.

Special-Status Wildlife. According to the RCA MSHCP Map, habitat assessment surveys are only required for burrowing owl adjacent to APN 400-530-007. All other sensitive wildlife species are covered under the MSHCP (Table 9-3 of the MSHCP), and additional surveys are not required.

During the field survey, there were numerous sightings of California ground squirrel. The ground squirrels were actively using burrows within piles of fill material. Some of the burrows identified were not considered active. The burrows on the site were inspected for any sign of burrowing owl (whitewash, feathers, or castings). It was concluded that the burrows present were currently occupied by ground squirrels only, and burrowing owls were not found to be present on site. Regardless, because the site features recently excavated burrows, the primary habitat requirement for burrowing owl nesting habitat, pre-construction surveys for the species prior to construction, are recommended as **Mitigation Measure BIO-1**.

The Project site does not have trees or shrubs and therefore would not provide tree or shrub nesting habitat, nor is it likely to provide nesting habitat for common ground nesting birds protected under the Migratory Bird Treaty Act (MBTA), and other special-status birds (reference **Mitigation Measure BIO-2**). With adherence to the MBTA through **Mitigation Measure BIO-2**, impacts to resident and migratory species during Project

construction will be less than significant. Further, the Project site does not have mature trees or shrubs in its immediate adjacency that could provide habitat for nesting birds that might be temporarily impacted by Project construction because of the noise, vibrations, and increased activity levels associated with various construction activities.

If construction of the Project occurs during the bird breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat or mortality and indirectly through increased noise. Impacts to nesting birds would be less than significant with the implementation of **Mitigation Measure BIO-2**.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**

An assessment of potentially jurisdictional features, as well as riparian/riverine features as identified by the MSHCP, was conducted as part of the literature review and field survey. No wetlands or other hydrological features that meet criteria as waters of the United States were observed within the Project site or overall survey area based on preliminary research using a blue line map. No hydrologic features or MSHCP riparian/riverine features, including vernal pools, fairy shrimp, or riparian birds were observed within the Project site or overall survey area during the field survey. The indicators of hydrologic and riparian/riverine habitat include bed and bank features, drainage features, riparian vegetation, hydrophytic vegetation, hydric soils, or wetland hydrology. Further, the Project site is predominantly barren of vegetation and does not contain habitat dominated by trees, 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 that would be indicative of riparian/riverine areas. The Project site does not contain natural or man-made features on site that may have drainage/connectivity to downstream existing or future Conservation Areas that may be MSHCP resources. There is no indication that any area of the Project site may have a hydrologic connection to a MSHCP Conserved Area.

Therefore, the development of the Project would not result in adverse effects to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, the MSHCP, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**

An assessment of potential jurisdictional features was conducted as part of the literature review followed by a focused assessment of the Project site. There are no jurisdictional features onsite, or within the 500-foot buffer area. The Project will not affect jurisdictional features or MSHCP riparian/riverine features; thus, permits for Clean Water Act Sections 401 and 404 will not be required for this Project. Therefore, the Project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		**X**		

The Project site is surrounded by active roadways, commercial and residential development, and vacant lots. The majority of the Project site is located within Criteria Cell 940 of the MSHCP, which means that it is part of land determined by the MSHCP to be utilized by wildlife to live on or travel through. While the development of this site may impede wildlife movement through the site itself, it would not prevent the use of the Criteria Cell by wildlife. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project site or its immediate vicinity. Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

Impacts to nesting bird species must be avoided at all times. The period from approximately 15 February to 31 August is the expected breeding season for bird species occurring in the Project area. Per the MTBA, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds,

decided by CDFW on a case-by-case basis, will need to be observed and implemented. This is reflected in **Mitigation Measure BIO-2**.

Therefore, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. With adherence to the MBTA, through **Mitigation Measure BIO-2**, impacts to nesting birds will be reduced to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**

There are no trees on the Project site. While there are ornamental trees within the 500-foot buffer area, none are located immediately adjacent to the Project site. The Project has demonstrated consistency with the requirements of the MSHCP. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			**X**	

The Project site is located within the planning area for the Western Riverside County MSHCP and is located within Criteria Cell 940 of the MSHCP. As such, an MSHCP Consistency Analysis was conducted for the Project site to demonstrated consistency with the MSHCP. MSHCP riparian/riverine features were not identified on site, including habitat for vernal pools and fairy shrimp. According to the RCA MSHCP Map, habitat assessment surveys are only required for burrowing owl adjacent to APN 400-530-007. All other sensitive wildlife species are covered under the MSHCP (Table 9-3 of the MSHCP), and additional surveys are not required.

Burrows on the site were inspected for any sign of burrowing owl (whitewash, feathers, or castings). It was concluded that the burrows present were currently occupied by ground squirrels only. Burrowing owls were not found to be present on site during the field survey. Because the site features recently excavated burrows, the primary habitat requirement for burrowing owl nesting habitat, pre-construction surveys for the species prior to construction, are recommended as **Mitigation Measure BIO-1**. Impacts would be less than significant with the

incorporation of **Mitigation Measure BIO-1**.

4.4.3 Mitigation Measures

BIO-1 ***Preconstruction Surveys for Burrowing Owl****:* To minimize impacts and to adhere to the Western Riverside MSHCP mitigation requirements regarding burrowing owl, it is recommended that:

- Conduct Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (protocol dated March 29, 2006).
- No more than 30 days prior to the first ground-disturbing activities, the Project Applicant shall retain a qualified biologist to conduct a preconstruction survey on the Project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines.
- On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership need not be surveyed. The survey shall take place near the sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owls are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owls are using habitat on or directly adjacent to any disturbance area. Survey results will be valid only for the season during which the survey is conducted.
- If burrowing owls are not discovered, further mitigation is not required. If burrowing owls are observed during the pre-construction surveys, the applicant shall perform the following measures to limit the impact on the burrowing owls:

    1. Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the Project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot nondisturbance buffer zone.
    2. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The Project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

BIO-2 ***Preconstruction Nesting Bird Survey:*** If construction or other Project activities are to begin during

the bird breeding season (February through August for raptors and March through August for most other birds), a pre-construction survey for nesting birds, including loggerhead shrike, shall be conducted by a qualified biologist. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities will need to be avoided within any buffer zones until the nest is deemed no longer active by the biologist. If Project activities are scheduled during the nesting bird season, this survey may be conducted concurrently with the preconstruction survey for burrowing owl if conducted within three days prior to initial ground disturbance.

4.5 Cultural Resources

Cultural Resources

A Phase I Cultural Resources Assessment (*Phase I CRA*) was prepared by FirstCarbon Solutions on November 30, 2018 for the Project to determine if cultural resources were present in or adjacent to the Project site and assess the sensitivity of the Project site for undiscovered or buried cultural resources. The cultural context of the Project site including regional and local prehistory, ethnography, and regional and Project site histories can be found in the *Phase I CRA* prepared for the Project.

The analysis of cultural resources was based on a records and literature search conducted at the Eastern Information Center (EIC) of the California Historical Resources Information System at University of California Riverside on November 8, 2018, and a site visit/pedestrian survey was conducted on November 11, 2018. The literature search included the results of previous surveys within a one-mile (1600 meters) radius of the Project site.

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) indicated no information regarding Sacred Lands or other cultural resources in the area. In addition to the search of the Sacred Lands File, the NAHC identified 11 Native American groups with historical and traditional ties to the Project site.

Paleontological Resources

A paleontological database search of the paleontology locality and specimen collection records for the Project site and surrounding area (one-mile radius) was requested from the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County on November 13, 2018.

4.5.1 Cultural Resources (V) Environmental Checklist and Discussion

Sources: *Phase I Cultural Resources Assessment* (*Phase I CRA,* **Appendix D**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		**X**		

A *Phase I CRA* was prepared for the Project site to identify cultural resources that could be affected by the Project. A cultural resources record search was conducted at the EIC and a search of Sacred Lands File of the NAHC was requested. Sources consulted to identify historic properties included the current inventories of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmark (CHL), and California Point of Historical Interest (CPHI). The Historic Resource Inventory (HRI) and archival maps were also reviewed to determine the existence of previously documented cultural resources. The record search included a 1-mile buffer around the perimeter of the Project area. The results of the combined record searches for the Project indicate that at least 16 cultural resources investigations have been

conducted within a 1-mile radius of the Project. Of those, one investigation included the entire Project area. The results of this investigation were negative, reporting no physical evidence for cultural resources within the Project area.

There has been one cultural resource recorded within a 1-mile radius of the Project area, located immediately adjacent to the Project site. This site consists of the historic San Timoteo Canyon Road, which is a 7-mile paved ranch road that begins at the San Timoteo Canyon Schoolhouse and continues southeast and east through unincorporated Riverside County, through the Oak Valley Development, and through the City of Beaumont. The road was originally built in 1925 as an unpaved rural route. After being completely washed out in 1937, the road was subsequently realigned and paved over. Since the late 1930s, improvements and alterations to the road have occurred as a result of the adjacent railroad. The San Timoteo Canyon Road is not eligible for listing in the National Register of Historic Places, or to be a historical resource for the purposes of CEQA. There is no indication that the road is associated with any significant events in national, State, or local history, and the road is not associated with any person significant in past history.

On November 11, 2018, following the records search at the EIC, an FCS archaeologist visited the site to conduct an intensive pedestrian survey. Because of extensive grading of the property over the years, no native terrain or vegetation was present on the property, and no cultural resources were observed during the site survey.

The archaeological sensitivity of the Project site is believed to be low; however, there always remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during project construction. If previously unrecorded historical resources are encountered during construction that could potentially be affected, implementation of **Mitigation Measures CUL-1** through **CUL-3** would reduce impacts to less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		**X**		

No archaeological resources have been previously recorded on the Project site and none were recorded during the site visit. However, there remains the possibility that unrecorded cultural resources could be present beneath the ground surface and, if present, may be exposed during Project construction. As previously stated in response to question 4.5.1.a above, the Applicant would retain a qualified archaeologist to recover, identify, document, and deposit the find in a local institution for curation. With the implementation of **Mitigation Measures CUL-1** through **CUL-3** impacts to significant archaeological resources would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		**X**		

Based on the records search from EIC, no formal cemeteries are located in or near the Project site and no human remains have been reported in the Project vicinity. Most Native American human remains are found in prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within the Project site. Therefore, the Project as little potential to disturb human remains. If potential human remains are encountered the Project would comply with CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 with the implementation of **Mitigation Measure CUL-4**. With the implementation of **Mitigation Measure CUL-4** impacts would be less than significant.

4.5.2 Mitigation Measures

CUL-1 Inadvertent Cultural Resources Findings: For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist and Native American Monitor provided by the consulting tribes shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant, archaeologist and consulting tribes will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact any tribes claiming cultural affiliation to the area and, specifically the Morongo Band of Mission Indians, as they have requested. If requested by the Tribe(s), the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. If resources are found to be significant historical resources under CEQA then CUL 2 and/or CUL-3 shall apply.

CUL-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 curation 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 and will be submitted to the South Central Coastal Information Center (SCCIC).

CUL-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 documented 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 oversite 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:

    c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and.

    d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the

archaeologist. All reports produced will be submitted to the City, Eastern Information Center and interested tribes:

CUL-4 Human Remains: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in MM CUL-3. If the MLD fails to make a recommendation regarding the treatment or the recommendation is not feasible per the property owner, then the remains shall be reburied with appropriate dignity and respect on the property in a location not subject to further disturbance. In the event the MLD fails to make a recommendation - ESA should be set up to prevent further disturbance. The ESA should not indicate that remains are buried there. This should be conducted in coordination with the NAM/D63.

4.6 Energy

4.6.1 Environmental Setting

The General Plan Land Use designation and the zoning classification for the Project site are both Community Commercial. Electricity is provided to the Project site by Southern California Edison. Gas is provided to the Project site by Southern California Gas.

4.6.2 Energy (VI) Environmental Checklist and Discussion

Sources: California Building Standards Code, Title 24; California Energy Commission, 2018; City of Beaumont Climate Action Plan; City of Beaumont Energy Action Plan; *Air Quality and Greenhouse Gas Analysis* (*AQ/GHG Analysis,* **Appendix B**); and *Traffic Impact Analysis* (*TIA,* **Appendix I**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation?			**X**	

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru). These are primarily auto dependent uses that were anticipated under the General Plan. The Project use will result in a total of 2,216 daily trips). 10% of them are considered "pass-by trips" which occur due to someone being in the vicinity of the Project and needing the services provided on-site.

The construction of the buildings would meet requirements of the California Building Standards Code, Title 24, which requires new buildings meet established energy efficiency regulations. Since lighting consumes a great amount of energy, energy efficient LED lighting technology would be used for exterior lighting to reduce energy consumption.

The City of Beaumont's Climate Action Plan, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions* (City of Beaumont 2015) is consistent with the State's adopted AB 32 GHG reduction target to reduce emissions to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The Plan also established a longer-term goal to reduce emissions 41.7 percent below 2012 levels by 2030, putting the City on a path towards the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The Plan includes various goals and policies for reducing GHG emissions from community-wide sources as a means to meet their stated GHG reduction goals. The Project is consistent with the following relevant goals and policies of the Sustainable Beaumont Plan:

- **Goal 4:** Increase energy efficiency in new commercial development
- **Goal 5:** Increase Energy Efficiency through Water Efficiency
- **Goal 6:** Decrease energy demand through reducing urban heat island effect
- **Goal 7:** Decrease GHG emissions through reducing VMT
- **Policy 6.1:** Tree Planting for Shading and Energy Efficiency
- **Policy 6.2:** Light-reflecting Surfaces for Energy Efficiency
- **Policy 10.1:** Energy Efficiency and Renewable Energy in new development

For additional information, please reference the *AQ/GHG Analysis*, which contains specific detail on gas and electricity usage for Project operations. Based on the default CalEEMod results contained in the *AQ/GHG Analysis*, the Project's estimated electricity usage, would average 354,758 kWh per year. Estimated total annual water usage would range up to approximately 1.9 million gallons, CalEEMod estimated values for waste generation show the Project would generate an estimated 64 tons annually.

For electricity-related emissions, CalEEMod contains default electricity intensity factors for various utilities throughout California. For the purposes of the Project, the Southern California Edison emission factor was selected to quantify electricity emissions. The Southern California Edison emissions factors are based on compliance with the Renewable Portfolio Standard. The factors listed below were applied in estimating Project emissions for the year 2020. The emission factors for Southern California Edison are as follows:

- Carbon dioxide: 553.67 pound per megawatt hour (lb/MWh)
- Methane: 0.029 lb/MWh
- Nitrous oxide: 0.006 lb/MWh

As enumerated above, development of the Project would be required to comply with the current energy performance standards for Title 24, the California Building Standards Code, and the City of Beaumont at the time of development. In addition, the goals and polices of the City of Beaumont's plan listed above would have additional effect on energy conservation in the proposed development. These standards would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. The Project would comply with these standards and policies would, therefore, not result in an inefficient, wasteful, or unnecessary use of energy. Operational energy impacts would be less than significant.

Therefore, impacts from the Project that would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				**X**

The Project would not conflict with Title 24, building energy efficiency standards, or requirements within the City of Beaumont Climate Action Plan, Energy Action Plan, and Sustainability/Greenhouse Gas (GHG) Reduction Plan, which all require conservation and energy efficient practices that are to be implemented with the Project.

Mandatory requirement for newly constructed buildings that are applicable to the Project are contained within Sections 110.0 through 110.11 of the California Code of Regulations Title 24, Part 6, contain. These sections include requirements for appliances; space-conditioning equipment: service water-heating systems and equipment; natural gas central furnaces and cooking equipment; fenestration products and exterior doors; limiting air leakage; insulation, roofing products and radiant barriers; lighting control devices and systems, ballasts, and luminaires; solar ready buildings; and electrical power distribution system. The construction of the proposed buildings would meet the requirements of the California Building Standards Code, Title 24.

The Project would comply with applicable building energy efficiency standards and requirements, and therefore, it would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The Project will not obstruct or violate applicable air quality and GHG standards, as discussed in Sections III (above) and VIII (below). No impacts will occur.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for energy resources.

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The City of Beaumont is located within the northern boundary of the Peninsular Ranges geomorphic province of Southern California. The City of Beaumont boundaries are located within the San Gorgonio pass, a narrow, east-west trending valley separating the Peninsular Range Province (containing the San Jacinto Mountains) from the Transverse Range Province (containing the San Bernardino Mountains). The San Gorgonio Pass was created by faulting. There are four faults located within or near the City of Beaumont: the San Jacinto Fault, the San Andreas Fault Zone, the Banning Fault, and the Beaumont Plains Fault Zone.

Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive." The City of Beaumont is located within a seismically active region at the meeting point of the Transverse Ranges and the Peninsular Ranges. These two provinces display continual seismic activity consisting of lateral movement of the North American and Pacific tectonic plates. This activity is attributed to the San Andreas Fault system, located northeasterly to the City of Beaumont. As described above, the City of Beaumont is located within or near four faults that could how effects from movement along the San Andreas Fault.

Soils

The soils on-site are made up primarily of fill material. According to the literature search, three types of soils are found on the Project site. The majority of the site consists of Terrace escarpments (TeG) throughout the center, with smaller sections of Tujunga loamy sand (TvC) on the western portion of the site near Oak Valley Village Circle, and Hanford coarse sandy loam (HeC2) on the eastern portion of the site near Oak Valley Parkway.

HeC2 has slopes of 2 to 8 percent, and TvC has a 0 to 8 percent slope. Hanford and Tujunga are both formed from granitic sources.

Paleontological Resources

A paleontological database search of the paleontology locality and specimen collection records for the Project site and surrounding area (one-mile radius) was requested from the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County on November 13, 2018.

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Sources: City of Beaumont General Plan EIR; *MSHCP Consistency Analysis* (*MSHCP Consistency Analysis*, **Appendix C**); A Phase I Cultural Resources Assessment (*Phase I CRA*, **Appendix D**); and *Preliminary Report of Geotechnical Investigations* (*Preliminary Geo Report*, **Appendix E**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				**X**
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**

According to *Preliminary Geo Report*, the Project site is not located within an Alquist-Priolo earthquake fault zone. Potential for surface rupture, if any, should be relatively "low" considering the proximity of the nearest San Andreas Fault at about 5.6 miles away.

i) Therefore, the Project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impacts will occur.

ii) Just like most of Southern California, in the event of an earthquake strong ground shaking is expected to occur on the Project site. The Project site is considered to be within Seismic Zone 4. As a result, it is likely that during the life expectancy of the structures planned moderate to severe ground shaking may be anticipated. The Project would result in more people using the Project site compared to existing conditions, which could potentially expose people to strong seismic ground shaking.

Design and construction of the Project would adhere to all applicable provisions of the California Building Code (CBC) and the recommendations contained in the all *Preliminary Geo Report*.

Recommendations contained in the *Preliminary Geo Report* include the following, which pertain to Project site design requirements:

- General Evaluations
    - Preparations for Structural Pads
    - Structural Fill Soils Requirements

  - Spread Foundations
  - Concrete Slab-on-Grade
  - Concrete Curing and Crack Control
  - Resistance to Lateral Loads
  - Shrinkage and Subsidence
- Construction Consideration
  - Unsupported Excavation
  - Supported Excavations
- Site Preparations
- Soil Caving
- Structural Pavement Thickness
- Retaining Wall (if needed)
- Utility Trench Backfill
- Pre-Construction Meeting
- Seasonal Limitations
- Planters
- Landscape Maintenance
- Observations and Testing During Construction
- Plan Review
- Recommendations for On-site WQMP-BMP Storm Water Infiltration System Design
- Please refer to the *Preliminary Geo Report* for details as is pertains to the above referenced site design requirements.

Grading and construction plans would be reviewed and approved by the City of Beaumont. This would ensure that all proposed structures are adequately designed and constructed to reduce the risk of loss, injury, or death resulting from strong ground shaking. Compliance with the CBC and the *Preliminary Geo Report* are standard conditions and are not considered unique mitigation under CEQA. Impacts due to strong seismic ground shaking will be less than significant.

iii) Liquefaction is caused by build-up of excess hydrostatic pressure in saturated cohesion-less soils due to cyclic stress generated by ground shaking during an earthquake. The significant factors on which soil liquefaction potential depends include, among others, the soil type, soil relative density, intensity of earthquake, duration of ground-shaking and depth of groundwater.

With the historical groundwater table at a depth in excess of 50 feet as per the Department of Conservation Special Publication 117, along with the presence of underlying medium dense to dense sandy soils, site soil liquefaction susceptibility potential during an earthquake, is be considered "remote".

Design and construction of the Project would adhere to all applicable provisions of the California Building Code (CBC) and the recommendations contained in the all *Preliminary Geo Report*. Grading and construction plans would be reviewed and approved by the City of Beaumont. Compliance with the CBC and the *Preliminary Geo Report* are standard conditions and are not considered unique mitigation under CEQA. This would ensure that all proposed structures are adequately designed and constructed to minimize impacts from seismic-related ground failure, including liquefaction. Impacts will be less than significant.

iv) The Project site is located on relatively flat land with general elevation of 2,514 feet above mean sea level (msl) with a general topographic slope towards the south. The City of Beaumont General Plan identifies the steep slopes within the city's sphere of influence known as the "Badlands" as areas where ground motion caused by earthquake may result in landslides and/or slope failure. Seismically induced landslides and other slope failures are common occurrences during or soon after an earthquake. With the near level existing and future structural pad(s) as planned, the potential for seismically induced landslides may be considered as remote.

Due to the relatively flat characteristics of the Project site and its location outside of the "Badlands" area, no impacts due to landslide will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			**X**	

Implementation of the Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Construction of the Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) are included as part of the SWPPP prepared for the Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see Hydrology and Water Quality (IX.) Environmental Checklist and Discussion). The Project's grading plan would also ensure that the proposed earthwork is designed to avoid soil erosion. Soil erosion/loss of topsoil impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The potential for a landslide and liquefaction were discussed in 4.7.2.ii and 4.7.2.iii, above.

Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Lateral spreading is demonstrated by near vertical cracks with predominantly horizontal movement of the soil mass involved. The topography of the Project site and the adjacent properties has a non-zero slope ratio. Accordingly, the potential for lateral spreading of the Project site is considered remote.

With an earthquake magnitude of M=7.4 and ground acceleration of 0.565g, along with high standard penetration test blow counts seismically induced ground settlements may be estimated to about ½- inch or less. (This is a popular and economical test to determine the surface information, both on land and offshore. This test is widely used to obtain the bearing capacity of soil.)

Design and construction of the Project would adhere to all applicable provisions of the California Building Code (CBC) and the recommendations contained in the all *Preliminary Geo Report*. Grading and construction plans would be reviewed and approved by the City of Beaumont. Compliance with the CBC and the *Preliminary Geo Report* are standard conditions and are not considered unique mitigation under CEQA. This would ensure that all proposed structures are adequately designed and constructed to minimize impacts from impacts related to an unstable geological unit or soul resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	

The soils on-site are made up primarily of fill material. According to the literature search, three types of soils are found on the Project site. The majority of the site consists of TeG throughout the center, with smaller sections of TvC on the western portion of the site near Oak Valley Village Circle, and HeC2 on the eastern portion of the site near Oak Valley Parkway. Silty sandy in nature, the site soils are considered "very low" in

expansion characteristic with an Expansion Index, EI, less than 20.

Design and construction of the Project would adhere to all applicable provisions of the California Building Code (CBC) and the recommendations contained in the all *Preliminary Geo Report*. Grading and construction plans would be reviewed and approved by the City of Beaumont. Compliance with the CBC and the *Preliminary Geo Report* are standard conditions and are not considered unique mitigation under CEQA. This would ensure that all proposed structures are adequately designed and constructed to take into account the properties of soils on the Project site; thereby, reducing any substantial direct or indirect risks to life or property. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**

The Project would connect to existing sewer lines along Oak Valley Village Circle. The Project would not include the installation of a septic system or alternative waste water disposal system. Therefore, the issue as to whether the Project would have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water is not applicable. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

A paleontological records search was completed by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County. In the entire Project area, the surface deposits consist of older Quaternary Alluvium, derived broadly as alluvial fan deposits from the mountain immediately to the south and from Bachelor Mountain and other elevated terrain to the east and northeast. These deposits typically do not contain significant vertebrate fossils in the very uppermost layers, but they may have pockets of finer grained sediments that do contain significant fossil vertebrate remains. Deeper excavations that extend down into older and finer-grained deposits, however, may well encounter significant vertebrate fossil remains. Any substantial excavations below the uppermost layers in the Project area; therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. In the event that substantial excavations are planned within the Project site, the Project could result in significant impacts to unknown paleontological resources. With the implementation **Mitigation Measure GEO-1**, impacts would be less than significant.

4.7.3 Mitigation Measures

GEO-1 Paleontological Resources: If substantial excavations (a depth greater than 5 feet) 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. And 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 curation of any recovered materials shall be identified and funded by the Applicant and approved by the City.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse gases (GHGs) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. For instance, per the CalEEMod v. 2016.3.2 emissions modeling software, methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

There is scientific consensus that the contribution of GHG emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986–2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5–8.6 degrees Fahrenheit [°F]) by the end of the twenty-first century (2081–2100), depending on future GHG emission scenarios. According to the California Natural Resources Agency (2012), temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100. Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill 32 (AB 32), is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. To extend California's GHG reduction programs beyond 2020, Senate Bill 32 (SB 32) was signed, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by 2030.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons per year of carbon dioxide equivalent (CO_2e) and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (project patrons plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the California Governor's Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in Southern California, various utilities such as sanitation and power companies throughout the region, industry groups, and environmental and professional organizations. The screening-level numeric bright-line thresholds and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds,

are supported by substantial evidence, and provide guidance to CEQA practitioners with regard to determining whether GHG emissions from a Project are significant.

For the purposes of this evaluation, the Project is to be compared to the SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually. In the case that the Project is estimated to exceed this screening threshold, it is then to be compared to the SCAQMD-recommended efficiency-based thresholds of 4.8 metric tons of CO_2e per service population per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Sources: *Air Quality and Greenhouse Gas Analysis Report* (*AQ/GHG Analysis*, **Appendix B**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	

Although construction-related GHG emissions are temporary in nature, the total amount of emissions could have a substantial contribution to a project's total GHG emissions. SCAQMD recommends that construction-related GHG emissions be amortized over the life of the project, which is defined as 30 years, and added to annual operational emissions. Construction-related GHG emissions were modeled using the same assumptions and model (CalEEMod Version 2016.3.2) as those for air quality emissions. Construction-related GHG emissions would occur from fossil fuel combustion for heavy-duty construction equipment, material delivery and haul trucks, and construction worker vehicles. **Table 4.8-1, *Construction GHG Emissions***, below, presents the Project's total construction-related GHG emissions and amortized construction emissions.

Table 4.8-1

Construction GHG Emissions

Construction Phase	On-site (MT CO_2e per year)	Off-site (MT CO_2e per year)	Total MT CO_2e per year
2019			
Site Preparation	3.3	0.1	3
Grading	14.0	24.6	39
Building Construction—2019	198.2	76.3	274
2020			
Building Construction—2020	33.4	12.7	46
Paving	7.8	0.7	9
Architectural Coating	1.3	0.4	2
Total	**—**	**—**	**373**
Amortized Emissions1	**—**	**—**	**12**

Notes:
MT CO_2e per year = metric tons of carbon dioxide equivalent per year.
Unrounded numbers were used in calculations, including reported totals.
[1] Pursuant to SCAQMD's guidance, total construction emissions are amortized over the 30-year life of the Project.
Source: CalEEMod Output (see Appendix A of the *Air Quality and Greenhouse Gas Analysis Report* (**Appendix B**).

Following buildout of the Project, long-term operational emissions would be generated from area-, energy-, and mobile-source emissions. Indirect GHG emissions associated with water consumption and solid waste disposal would be generated by the Project. **Table 4.8-2, *Operational GHG Emissions***, below, presents the Project's annual operational emissions along with the amortized construction emissions. Pursuant to SCAQMD's guidance, the sum of these emissions should be used to compare with the applicable threshold of significance.

Table 4.8-2

Operational GHG Emissions

Emissions Source	Emissions (MT CO_2e per year)
Area	0
Energy	150
Mobile	2,610
Waste	32
Water	10
Amortized Construction Emissions	12
Total Project Emissions	**2,815**
Applicable SCAQMD Threshold	**3,000**
Potentially Significant?	**No**

Notes:
MT CO2e = metric tons of carbon dioxide equivalent Unrounded results used to calculate totals.
Source: CalEEMod Output (see Appendix A of the *Air Quality and Greenhouse Gas Analysis Report* (**Appendix B**).
Source of threshold: SCAQMD, 2008.

As shown in **Table 4.8-2**, the Project's annual operational plus amortized construction emissions would generate 2,815 MT CO_2e per year, which would not exceed the SCAQMD's screening threshold of 3,000 MT CO_2e per year. This would be considered a less than significant impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

The City of Beaumont adopted its Climate Action Plan, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, in October 2015. Consistent with the State's adopted AB 32 GHG reduction target, the City set a goal to reduce emissions to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The Plan also established a longer-term goal to reduce emissions 41.7 percent below 2012 levels by 2030, putting the City on a path towards the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The Plan includes various goals and policies for reducing GHG emissions from community-wide sources as a means to meet their stated GHG reduction goals. The Project's consistency with relevant goals and policies is assessed

in **Table 4.8-3, *Consistency with Sustainable Beaumont***, below.

Table 4.8-3

Consistency with Sustainable Beaumont

Reduction Goals and Policies	Project Consistency
Goal 4: Increase energy efficiency in new commercial development.	**Consistent.** New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. The project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. In addition, the project would comply with local building code regarding lighting efficiency.
Policy 4.1: Encourage or Require Energy Efficiency Standards Exceeding State Requirements	**Not applicable.** This is a policy calling for the City to encourage or require energy efficiency standards exceeding State requirements. The Climate Action Plan intended for this policy to be implemented through the use of Screening Tables; however, Screening Tables are not currently available at this time. Nonetheless, the Project would comply with local building code regarding lighting efficiency.
Goal 5: Increase Energy Efficiency through Water Efficiency	**Consistent.** The Project would comply with the California Green Building Standards Code. The Project would also comply with the Model Water Efficient Landscape Ordinance as required by the City's development code.
Goal 6: Decrease energy demand through reducing urban heat island effect	**Consistent.** The Project would incorporate landscaping throughout the Project site. The incorporated landscaping would provide shade, absorb carbon, improve oxygenation, slow stormwater runoff, and reduce the heat island effect.
Policy 6.1: Tree Planting for Shading and Energy Efficiency	**Consistent.** The Project would comply with any local shade tree planning requirements, including Beaumont's 2016 Landscape Standards.
Policy 6.2: Light-reflecting Surfaces for Energy Efficiency	**Consistent.** The Statewide energy standards outline minimum "cool roof performance" qualities for roofing products. The Project would be built with materials that the meet the mandated standards. Furthermore, the Project would comply with any local light-reflecting requirements for

	other surfaces.
Goal 7: Decrease GHG emissions through reducing VMT.	**Consistent.** The Project area includes a variety of features designed to provide safe and convenient travel for users of all modes of transportation. For instance, the Project site is located less than 0.1 mile to the nearest bus stop and to the existing bicycle lane that runs parallel to the southern border of the Project site on Oak Valley Parkway. In addition, the Project would develop pedestrian connectivity features consistent with City standards. Enhancements to encourage walking and bicycling and the Project's proximity to existing features would encourage the use of alternative modes of transportation. Furthermore, adding the various retail land uses to a currently undeveloped site would provide amenities to existing residences near the Project site.
Goal 10: Decrease GHG emissions of new development through application of CEQA Screening Tables.	**Not applicable.** At the time of this writing, the City of Beaumont has not released Screening Tables.
Policy 10.1: Energy Efficiency and Renewable Energy in new development	**Consistent:** The Project would at a minimum comply with the latest Title 24 energy efficiency standards, which are anticipated to be the 2019 Title 24 energy standards. The 2019 Title 24 energy standards go into effect January 1, 2020 and are estimated to be 5 percent more stringent compared to the 2016 Title 24 energy standards. 2016 Title 24 energy efficiency standards are 30 percent more stringent than previous standards for commercial projects. The 2016 Title 24 energy efficiency standards went into effect in January 2017.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Greenhouse Gas Emissions.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Sources: California Building Code; California Health and Safety Code; California Code of Regulations; *Phase I Environmental Site Assessment* (*Phase I ESA*, **Appendix F**); Google Maps; *Map My County* (**Appendix A**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	

During construction, there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru). Only the gas station would be expected to transport, use, store, or dispose of substantial amounts of hazardous materials. However, it is common for small amounts of materials that may be considered hazardous to be used daily in the car wash and restaurant uses as well. Widely used hazardous materials common at commercial uses include cleaners, and pesticides. Food wastes are classified as organic wastes. The remnants of these and other products are disposed of as commercial hazardous waste that are either prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the commercial uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances.

Exclusive of the gas station component, use of common commercial hazardous materials and their disposal does not present a substantial health risk to the community and impacts associated with the routine transport and use of these aforementioned hazardous materials or wastes would be less than significant.

The Project's gas station would result in the storage of gasoline and diesel fuels. Fuel storage on the Project site would include the use of underground storage tanks. Typical incidents that could result in accidental release of hazardous materials involve leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water and ground water. Depending on the nature and extent of the contamination, ground water supplies could become unsuitable as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Hazardous materials must be stored in designated areas designed to prevent accidental release to the

environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

Hazardous materials regulations, codified in Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shut-off valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emission controls; leak detection systems; and regular testing and inspection of fueling stations.

Chemicals and wastes stored in underground storage tanks would be required to follow guidelines mandated by federal and state agencies. Above ground tanks storing hazardous chemicals must have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping must be double-walled and have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with federal and state standards. Applicable existing standards include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, Cal/Osha operational requirements, California Health and Safety Code Section 25270 regarding above ground storage tanks and Section 25290 regarding underground storage tanks, and local Fire Department regulations regarding the installation and operation of aboveground and underground tanks. Compliance with all applicable federal and state laws related to the storage of hazardous materials would be required to maximize containment and provide prompt and effective cleanup, if an accidental release occurs.

Businesses that sell and store hazardous materials are regulated by the Riverside County Department of Environmental Health (RCDEH) as a part of the Certified Unified Program. The program requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees and safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on actions to be taken if materials are inadvertently released. The RCDEH require that all businesses in the county file a Hazardous Material Business Plan which includes a Business Emergency Plan with the RCDEH.

Based on the uses that would be a part of the Project, inclusive of the gas station use, and the existing regulatory structure related to these materials, the Project would not cause a threat to public safety during project construction or operation. Therefore, because the transport, use, storage, and disposal of hazardous materials pertaining to the Project would be relatively minor and subject to extensive regulatory oversight, the impact is considered less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	

Reference the discussion in 4.9.1.a, above. The Project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**

There are no schools located within a one-quarter mile radius of the Project site. The nearest schools to the Project site are Three Rings Elementary School (southeasterly), Mountain View Middle School (northeasterly), Brookside Elementary School (northeasterly), and Tournament Hills Elementary School. All are located greater than 1.0 mile from the Project site. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**

According to the *Phase I ESA*, the Project site is not located on any identified hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**

Banning Municipal Airport, the nearest airport to the Project site, is a city-owned, public-use airport located 8.4 miles southeast of the Project site. As such, the Project is also not located within two miles of any existing public airports. This in not applicable to the Project; therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	

The Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan. Review of the City of Beaumont's General Plan EIR Figure 4.8-1 Evacuation Routes shows Interstate 10 and Oak Valley Parkway as the designated evacuation routes in the vicinity of the Project site. Access to the Project is from Oak Valley Village Circle. Oak Valley Circle intersects with Gold Club Drive, which then intersects with Oak Valley Parkway. The Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance to City standards to ensure a coordinated and effective planned response by the City Police and Fire Departments to extraordinary emergency situations and disasters and also to ensure the provision of adequate vehicular access.

Furthermore, as discussed in Section 4.17 Transportation of this Initial Study, traffic generated by construction of the Project would be temporary and all construction would occur within the Project site. Operational traffic was estimated to be approximately 2,216 vehicle trips per day, which would not be considered a substantial increase in traffic or to the circulation system. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**	

According to *Map My County*, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project Site is located in a generally flat and developing area in which wildfire fuels are generally maintained, which collectively reduce the risk of wildfire for the Project. Impacts will be less than significant.

4.9.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for hazards and hazardous materials resources.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

The Project site is located on relatively flat land with general elevation of 2,514 feet above mean sea level (msl) with a general topographic slope towards the south. The soils on-site are made up primarily of fill material. According to the literature search, three types of soils are found on the Project site. The majority of the site consists of Terrace escarpments (TeG) throughout the center, with smaller sections of Tujunga loamy sand (TvC) on the western portion of the site near Oak Valley Village Circle, and Hanford coarse sandy loam (HeC2) on the eastern portion of the site near Oak Valley Parkway.

HeC2 has slopes of 2 to 8 percent, and Tujunga loamy sand has a 0 to 8 percent slope. Hanford and Tujunga are both formed from granitic sources.

The immediate offsite receiving waters from the Project site are the Little San Gorgonio Creek and San Timoteo Creek Reach 3. The next offsite receiving waters from Little San Gorgonio Creek and San Timoteo Creek Reach 3 are the Santa Ana River (Reach 1-4).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Sources: *MSHCP Consistency Analysis* (*MSHCP Consistency Analysis*, **Appendix C**); *Phase I Cultural Resources Assessment* (*Phase I, CRA*, **Appendix D**); *Water Quality Management Plan Report* (*WQMP* **Appendix G1**); *Drainage Report* (*Drainage Report* **Appendix G2**); and FEMA FIRM map for Beaumont.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) C Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	

The immediate offsite receiving waters from the Project site are the Little San Gorgonio Creek and San Timoteo Creek Reach 3, which have no Total Maximum Daily Load (TMDL) requirements and is not on the 303(d) list of impairments. The next offsite receiving waters from Little San Gorgonio Creek and San Timoteo Creek Reach 3 are the Santa Ana River (Reach 1-4). Reaches 1- 4 are on the EPA Approved 303(d) List Impairments.

According to the Santa Ana Region Basin Plan and WQMP, Little San Gorgonio Creek is listed as having the following beneficial uses: Municipal and Domestic Supply, Groundwater Recharge, Water Contact Recreation, Cold Freshwater Habitat, and Wildlife Habitat.

According to the Santa Ana Region Basin Plan and WQMP, San Timoteo Creek Reach 3 is listed as having the following beneficial uses: Groundwater Recharge, Water Contact Recreation, Non-contact Water Recreation, Warm Freshwater Habitat, and Wildlife Habitat.

The Project site is currently an undeveloped and regularly maintained parcel. Therefore, the Project would be

a new source of pollutants that could potentially impact water quality standards or requirements, if not properly designed and managed per MS4 Permit requirements.

Potential pollutants of concern generated by the Project's commercial development restaurants, parking and retail gas outlets would include the following:

- Bacterial Indicators,
- Metals,
- Nutrients,
- Toxic Organic Compounds,
- Sediments,
- Trash and Debris, and
- Oil and Grease.

The Project-specific *WQMP* requires the Project to implement Operational Source Control (or "non-structural") BMPs and Permanent Structural Source Control (or "LID design") to retain pollutants onsite and treat runoff for pollutants prior to any release of water offsite. Applicable examples of non-structural BMPs include employee training, regular landscaping and catch basin trash/debris removal, maintenance activities such as vacuum sweeping of parking lots, and NPDES compliance under the Construction General Permit. Applicable examples of LID design include the use of an underground infiltration chamber that filter pollutants and manage the rate of flows prior to offsite release.

According to the *WQMP*, the LID BMP performance criteria for capturing pollutants of concern would be achieved through adequate capacity to capture runoff within the proposed onsite underground infiltration chamber. Based on the absence of TMDLs and 303(d) impairments in the immediate offsite area and considering proposed non-structural BMPs and LID design strategies in the *WQMP*, the Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	

Development of the Project's would increase the amount of impervious surface area from approximately 0.00 acres to approximately 1.85 acres on the approximately 2.3-acre Project site. Based on field percolation testing performed at the Project site, it was determined that soils do not have measured in-site infiltration rates of less than 1.6 inches/hour. Due to these existing site conditions, the Project's increased impervious surface area is not anticipated to substantially reduce the amount of potential groundwater recharge at the site and infiltration systems are not recommended. In addition, the Project proposes no pumping or extraction of groundwater. The Project would not deplete groundwater supplies and would not interfere with groundwater recharge by

building additional wells or by altering a stream or wetland because these resources are not found within the Project site. Runoff treated and detained in the Project's proposed underground infiltration chamber would be released offsite similar to existing conditions. Therefore, the Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site;			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	

i) The underground infiltration chamber is designed to hold its respective water quality volume before entering the proposed outlet structure during larger storm events. The chambers are empty inside and are surrounded by engineered soil media and gravel sections to filter stormwater runoff into the existing soils. The onsite facilities have been designed and adequately sized to ensure no substantial impacts would occur on- or offsite.

In addition, the Project would be required to comply with the NPDES under the Construction General Permit to ensure no temporary impacts associated with erosion of exposed soils during grading would occur. Construction General Permit, Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater including the Project, as well as smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be prepared prior to construction and will identify BMPs to be implemented during construction activities to mitigate water quality effects on receiving waters resulting from surface water runoff

from the Project site. Prior to issuance of any grading permits, a SWPPP will be prepared for the Project and a Notice of Construction will filed for the coverage under the state NPDES for construction-related discharges. This evidence will consist of a Waste Discharge Identification Number issued by SWRCB. Preparation of the SWPPP is a standard condition and is not considered unique mitigation under CEQA. Therefore, the Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Impacts will be less than significant.

ii) The Project would increase the amount of surface runoff as a result of additional pavement and hardscaped surfaces; however, proper sizing and design of the underground infiltration chamber would offset this increase with regard to flow management. The proposed underground infiltration chamber would be located on the southwestern portion of the Project site and would enable the stormwater flows entering the offsite system to be approximately the same as pre-construction flows according to the Project's *WQMP* and *Drainage Report*.

The overall Project site was split into two drainage management areas that drain into one large LID BMP. The first drainage management area consists of 86,250 square feet of impervious surfaces. The runoff from this area will sheet flow directly into the proposed underground infiltration chamber. The second drainage management area consists of about 13,070 square feet of impervious surfaces. The runoff from this area will be collected and conveyed using a combination of surface flows, inlets, and sub-surface storm drains to discharge into the proposed underground infiltration chamber.

Per the WQMP requirements in the County of Riverside, the proposed stormwater treatment facility must capture the runoff volume of an 85th percentile, 24-hr storm event. Given the total area, composite runoff factor and design storm rainfall depth, the design capture volume was calculated to be 4,310 cubic feet. Since the onsite soil is classified as type A, and following the BMP facility hierarchy, an infiltration system was chosen for the stormwater facility needs. An underground infiltration chamber, as produced by Stormtech, was chosen for the Project. The underground infiltration chamber is designed to hold its respective water quality volume before entering the proposed outlet structure during larger storm events. The chambers are empty inside and are surrounded by engineered soil media and gravel sections to filter stormwater runoff into the existing soils. Therefore, the Project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site. Any impacts will be less than significant.

iii) Potential impacts are discussed in 4.9.c.ii, above. The Project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any impacts will be less than significant.

iv) The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on 2.3-acres. The stormwater drainage system would collect stormwater runoff originating on the Project site and convey it to an underground infiltration chamber located at the southwestern portion of the Project site. The Project site's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff. No streams or rivers were identified on the Project site and therefore, none would be altered. Implementation of BMPs identified in the SWPPP and WQMP would minimize potential erosion or

siltation from the site. Preparation of SWPPP and WQMP are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**

The Project site is located in an area designated as Zone X: Areas determined to be outside of the 0.2 percent annual chance flood on the FIRM map for Beaumont. The Project site is located approximately 50 mile inland from the Pacific Ocean. Additionally, no major surface water bodies are located within the City of Beaumont. Due to the distance to the ocean the Project site would not be subject to inundation from seiches or tsunamis. Therefore, the Project will present a risk for release of pollutants due to Project inundation. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

The Project would alter the onsite drainage pattern to manage and treat onsite flows prior to release into the existing offsite system. As previously discussed, the Project has incorporated the use of onsite LID BMPs, including an underground infiltration chamber to manage these flows. No watercourse or wetland is present on the site according to the *Phase I Cultural Resources Assessment*. In addition, the Project would be required to comply with the NPDES under the Construction General Permit to ensure no temporary impacts associated with erosion of exposed soils during grading would occur. Consequently, potential impacts would be less than significant, and no mitigation is required.

4.10.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for hydrology and water quality resources.

4.11 Land Use and Planning

4.11.1 Land Use and Planning (XI) Environmental Checklist and Discussion

Sources: City of Beaumont Municipal Code; and City of Beaumont General Plan.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**

The Project site is located north of Oak Valley Parkway and west of Golf Club Drive. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north (**Figure 2, *Project Location***).

The General Plan Land Use designation for the Project site is Community Commercial. General Plan Land Use designations adjacent of the Project site include Community Commercial to the north, south, and west, and Community Commercial and Single-Family Residential to the east (**Figure 3, *General Plan Land Use Map***). Commercial land uses in the City of Beaumont may be characterized by retail activities and businesses that typically cater to the daily household needs of the area residents. The great majority of the businesses included in this category cater to patrons traveling on the City's roadways and freeway traffic. Businesses included in this category provide a wide range of goods and services including gas, fast-food restaurants, and other transportation-related services.

The Zoning classification for the Project site is Community Commercial. Zoning classifications adjacent of the Project site include Community Commercial to the north, south, and west, and Specific Plan to the east which includes Community Commercial and Single-Family Residential uses (**Figure 4, *Zoning Map***, provided previously in Section 1.0). The Community Commercial zone is intended to preserve, and where applicable promote, commercial shopping centers in the City of Beaumont. According to Section 17.03.090 (Community Commercial Zone) of the City of Beaumont Municipal Code, gas stations, convenience stores, restaurants, and retail shops are permitted uses and/or conditionally permitted uses in the Community Commercial zone.

The Project is consistent with these designations/classifications. Due to its location at the southwesterly corner of Oak Valley Village Drive and Golf Club Drive, the Project would not divide and established community. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

The General Plan Land Use designation for the Project site and its zoning classification are both Community Commercial. The Community Commercial zone is intended to preserve, and where applicable promote, commercial shopping centers in the City of Beaumont. According to Section 17.03.090 (Community Commercial Zone) of the City of Beaumont Municipal Code, gas stations, convenience stores, restaurants, and retail shops are permitted uses and/or conditionally permitted uses in the Community Commercial zone. The Project would be consistent with these designations/classifications. The Project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impacts will occur.

4.11.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Land Use and Planning Resources.

4.12 Mineral Resources

4.12.1 Mineral Resources (XII) Environmental Checklist and Discussion

Sources: City of Beaumont General Plan; and USGS Minerals Resource Data System.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

According to the City of Beaumont General Plan, there are no known or identified mineral resources of regional or statewide importance within the City of Beaumont. Additionally, the USGS Minerals Resource Data System did not identify the Project site as a location where a known mineral resource occurs. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There are no mining activities being conducted on the Project site; no mining activities area planned for this site, and there are no current or future mining activities occurring in the vicinity of the Project site. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

According to the City of Beaumont General Plan, there are no known or identified mineral resources of regional or statewide importance within the City of Beaumont. No impacts will occur.

4.12.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Mineral Resources.

4.13 Noise

4.13.1 Environmental Setting

Note: Any tables or figures in this section are from the *Noise Impact Analysis Report* (*NIA,* **Appendix H**), unless otherwise noted.

Characteristics of Noise

Noise is generally defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

Several noise measurement scales exist that are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

Noise impacts can be described in three categories; audible impacts, potentially audible, and changes in noise level of less than 1.0 dB. This is discussed below:

(1) Audible impacts refers to increases in noise levels noticeable to humans. An audible increase in noise levels generally refers to a change of 3.0 dB or greater, since this level has been found to be barely perceptible in exterior environments;

(2) Potentially audible refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments; and

(3) Changes in noise level of less than 1.0 dB are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern. A long, closely spaced continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to "soft" ground (e.g., plowed farmland, grass, crops, etc.), the most suitable drop-off rate to use is not 3 dBA but rather 4.5 dBA per distance doubling. There are many ways to rate noise for various intervals, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The predominant rating scales for human communities in the State of California are the equivalent sound level (L_{eq}) and

community noise equivalent level (CNEL), or the day-night average level (L_{dn}) based on dBA. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a 5-dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10-dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of maximum levels denoted by L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Common sources of noise in urban environments include mobile sources, such as traffic, and stationary sources, such as mechanical equipment or construction operations.

Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on each construction site and, therefore, would change the noise levels as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Existing Noise Sources

The Project site is bounded by Oak Village Circle to the north, undeveloped land to the north and west, Oak Valley Parkway to the south, Golf Club Drive and commercial buildings to the east, and single-family residential homes to the northeast. Across Oak Valley Parkway to the south is more undeveloped land. Interstate 10 (I-10), which represents the dominant noise source in the area, runs parallel to, and approximately 850 feet away from the western border of the Project site.

Existing Traffic Noise Levels

Existing traffic noise levels along selected roadway segments in the Project vicinity were modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108). Site- specific information is entered, such as roadway traffic volumes, roadway active width, source-to- receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that the traffic is made up of throughout the day, amongst other variables. The daily traffic volumes were obtained from the traffic analysis prepared for the project by David Evans and Associates Inc. (2018). The traffic volumes described here correspond to the existing conditions traffic scenario as described in the transportation analysis. The model inputs and outputs—including the 60 dBA, 65 dBA, and 70 dBA CNEL noise contour distances—are provided in the Appendix of this document. A summary of the modeling results is shown in **Table 4.13-1, *Existing Traffic Noise Levels***.

Table 4.13-1

Existing Traffic Noise Levels

Roadway Segment	Approximate Average Daily Traffic (ADT)	Centerline to 70 CNEL(feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Oak Valley Parkway—Project Driveway A to Golf Club Drive	13,100	< 50	91	192	67.0
Golf Club Drive—Oak Valley Parkway to Oak Valley Village Circle	2,800	< 50	< 50	< 50	54.6
Golf Club Drive—north of Oak Valley Village Circle	1,800	< 50	< 50	< 50	52.7
I-10—San Timoteo Canyon Road to Junction Route 60 West	102,000	345	740	1,593	79.6

Notes:
[1] Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather it assumes a worst case of having a direct line of site on flat terrain.

The façade of the proposed building closest to Oak Valley Parkway would be located approximately 110 feet from the centerline of the roadway. At this distance, traffic noise levels from Oak Valley Parkway would range up to approximately 60 dBA CNEL at this building's nearest façade.

The façade of the proposed building closest to I-10 would be located approximately 920 feet from the centerline of the roadway. At this distance, traffic noise levels from I-10 would range up to approximately 54 dBA CNEL at this building's nearest façade.

Combined traffic noise levels at the Project site from these two roadways would range up to approximately 61 dBA CNEL.

The baseline ambient noise levels at the nearest residential land use is dominated by traffic noise. The nearest noise-sensitive receptor to the Project would be a single-family residence located on the corner of St. Andrews Way and Augusta Street. Traffic noise from Golf Club Drive is the primary source of base ambient noise at this property. Traffic noise levels on the adjacent roadway segment of Golf Club Drive range up to approximately 53 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane. Therefore, 53 dBA CNEL represents the base ambient noise level at the property line of the nearest residential receptor.

Existing Stationary Source Noise Levels

Some of the surrounding land uses generate noise associated with mechanical ventilation systems and parking lot activities. Noise levels from typical mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet. Typical parking lot activities, such as people conversing or closing doors, can generate noise levels of approximately 60 dBA to 70 dBA L_{max} at 50 feet. These activities

are potential point sources of noise that contribute to the existing ambient noise environment in the Project vicinity.

Characteristics of Groundborne Vibration

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings.

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. To distinguish these vibration levels referenced in decibels from noise levels referenced in decibels, the unit is written as vibration in decibels (VdB).

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts to building structures are generally assessed in terms of peak particle velocity (PPV). Project related impacts are expressed in terms of PPV. Typical vibration source levels from construction equipment are shown in **Table 4.13-2, *Vibration Levels of Construction Equipment***.

Table 4.13-2

Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer—Large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112

Propagation of vibration through soil can be calculated using the vibration reference equation:

PPV= PPV ref * (25/D)^n (in/sec)

Where:

PPV = reference measurement at 25 feet from vibration source;

D = distance from equipment to property line; and

n = vibration attenuation rate through ground.

According to Chapter 12 of the Federal Transit Administration (FTA) Transit Noise and Vibration Impact

Assessment Manual, an "n" value of 1.5 is recommended to calculate vibration propagation through typical soil conditions.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Sources: *Noise Impact Analysis Report* (NIA, **Appendix H**); *Draft Traffic Impact Analysis*, (*TIA,* **Appendix I**); and Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		

Construction Noise Impacts

A significant impact would occur if construction activity nose levels resulted in an exceedance of the City's applicable noise ordinance standards. The City's noise control ordinance establishes that construction activities are exempt from the above maximum residential noise protection levels provided that they occur between the hours of 7:00 a.m. and 6:00 p.m. Outside of these hours, construction activities are permitted to generate noise levels that exceed the above-mentioned maximum residential noise levels, but never in excess of 55 dBA for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence. In addition, because the Project site is within one-quarter of a mile of an occupied residence, construction is prohibited between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Two types of short-term noise impacts could occur during the construction of the Project. First, construction crew commutes and the transport of construction equipment and materials to the Project site would incrementally increase noise levels on access roads leading to the Project site.

Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction on the Project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work

phase. **Table 4.13-3, *Typical Construction Equipment Maximum Noise Levels L_{max},*** lists typical construction equipment noise levels, based on a distance of 50 feet between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of the Project.

Table 4.13-3

Typical Construction Equipment Maximum Noise Levels

Type of Equipment	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Pickup Truck	55
Pumps	77
Air Compressors	80
Backhoe	80
Front-End Loaders	80
Portable Generators	82
Dump Truck	84
Tractors	84
Auger Drill Rig	85
Concrete Mixer Truck	85
Cranes	85
Excavators	85
Graders	85
Jackhammers	85
Man Lift	85
Paver	85
Pneumatic Tools	85
Rollers	85
Scrapers	85
Concrete/Industrial Saws	90
Impact Pile Driver	95
Vibratory Pile Driver	95

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment.

Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the Project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. Based on the information provided in **Table 4.13-3**, the maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet.

A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA L_{eq}.

The closest noise-sensitive receptor to the Project site is the single-family residential home located near the northeastern corner of the Project site. The façade of the closest home would be located approximately 200 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during construction of the proposed commercial buildings and paved drive-through areas. An existing 6-foot sound wall along the edge of the adjacent residential properties would further reduce noise levels. At this distance and taking into account the shielding effects of the sound wall, construction noise levels could range up to approximately 72 dBA L_{max}, with a relative worst-case hourly average of 68 dBA L_{eq} at this receptor.

Based on the U.S. EPA's Protective Noise Levels, with a combination of walls, doors, and windows, standard construction in accordance with California building code requirements for residential and office building developments would provide 25 dBA in exterior-to-interior noise reduction with windows closed. Therefore, construction activities could result in interior noise levels at the closest noise-sensitive receptor ranging up to 43 dBA L_{eq} (68 dBA–25 dBA = 43 dBA). Therefore, construction activities with worst-case hourly average noise levels would not exceed the City's interior noise threshold of 55 dBA as measured at the nearest residential receptor.

This analyzes the potential impacts from the reasonable worst-case loudest phase of construction, the site preparation phase. All other phases would result in lower construction noise levels. Therefore, noise impacts from all other phases of construction would be less than what is analyzed above.

Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of project-related construction noise levels on longer-term (hourly or daily) ambient noise levels would be small but could result in annoyance or sleep disturbances at nearby sensitive receptors if construction activities are not limited to the permissible construction hours established by the City.

Therefore, noise producing construction activities shall be prohibited between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during

the months of October through May. Restricting construction activities to these stated time-periods, as well as implementing the best management noise reduction techniques and practices outlined in **Mitigation Measure NOI-1**, would ensure that construction noise would not result in sleep disturbances at nearby off-site sensitive receptors or in a substantial temporary increase in noise levels in the Project vicinity above levels existing without the Project. Therefore, the potential short-term construction noise impacts to sensitive receptors in the vicinity of the Project site would be reduced to a less than significant level.

Mobile Source Operational Noise Impacts

A significant impact would occur if persons working or visiting at the Project site would be exposed to traffic noise levels exceeding the City's "maximum acceptable" land use compatibility threshold of 75 dBA CNEL for commercial and mixed-use land use developments.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate existing and future traffic noise conditions in the vicinity of the Project site. The projected future traffic noise levels adjacent to the Project site were analyzed to determine compliance with the City's noise and land use compatibility standards. The daily traffic volumes were obtained from the traffic analysis prepared for the Project (*Draft Traffic Impact Analysis*, **Appendix I**). The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. **Table 4.13-4, *Traffic Noise Model Results Summary***, shows a summary of the traffic noise levels for existing, existing plus project, future, and future plus project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 4.13-4

Traffic Noise Model Results Summary

Roadway Segment	Existing (dBA) CNEL	Existing + Project (dBA) CNEL	Increase over Existing (dBA)	Future (dBA) CNEL	Future + Project (dBA) CNEL	Increase over Future (dBA)
Oak Valley Parkway—Project Driveway A to Golf Club Drive	67.0	67.2	0.2	68.6	68.7	0.1
Golf Club Drive—Oak Valley Parkway to Oak Valley Village Circle	54.6	56.5	1.9	56.2	57.5	1.3
Golf Club Drive—north of Oak Valley Village Circle	52.7	53.2	0.5	54.5	54.8	0.3
I-10—San Timoteo Canyon Road to Junction Route 60 West	79.6	79.6	0.0	79.6	79.6	0.0

As shown in **Table 4.13-4**, projected traffic noise levels along Oak Valley Parkway adjacent to the Project site would range up to 68.7 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane under future plus project conditions.

The nearest proposed structure to the Oak Valley Parkway roadway segment is the convenience store located in the southeast corner of the Project site. The nearest façade of this building would be located approximately

110 feet from the centerline of Central Avenue. At this distance, traffic noise levels from Oak Valley Parkway would range up to approximately 62 dBA CNEL at this building's nearest façade.

Projected traffic noise levels along I-10 near the Project site would range up to 79.6 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane. The nearest proposed structure to the I-10 roadway segment is the quick service restaurant located in the northwest corner of the Project site. The nearest façade of this building would be located approximately 925 feet from the centerline of I-10. At this distance, traffic noise levels from I-10 would range up to approximately 54 dBA CNEL at this building's nearest façade.

These traffic noise levels are below the City's "Maximum Acceptable" threshold of 75 dBA CNEL for commercial and mixed-use land use developments. Therefore, traffic noise levels would have less than significant impact.

Stationary Source Operational Noise Impacts

A significant impact would occur if operational noise levels generated by stationary noise sources at the Project site would exceed the City's base ambient noise levels measured at residential land uses, as shown below:

- 45 dBA during the nighttime hours between 10:00 p.m. and 7:00 a.m.
- 55 dBA during the daytime hours between 7:00 a.m. and 10:00 p.m.

Implementation of the project would include new stationary operational noise sources from mechanical ventilation equipment, parking lot activity, and drive through speakers. Noise sources such as gas pumps and tire air compressor operations would produce noise levels more than 10 dBA below these other stationary noise sources and would therefore not contribute any perceptible increase to the ambient noise environment. These loudest stationary operational noise sources are analyzed below, with the calculated results summarized in **Table 4.13-5,** Impact Summary of Stationary Operational Noise Sources.

Mechanical Ventilation Systems

At the time that the Noise Impact Analysis Report was prepared, details were not available pertaining to proposed rooftop mechanical ventilation systems to be included at the Project site; therefore, a reference noise level for typical commercial rooftop mechanical ventilation systems was used. Noise levels from typical rooftop mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet.

Proposed rooftop mechanical ventilation systems at the Project site could be located as close as 150 feet from the property line of the nearest residence, which is the single-family residential home located northeast of the Project site. A 6-foot sound wall along the edge of the adjacent residential properties would further reduce noise levels. At this distance, and with the addition of the shielding provided by the sound wall, noise levels generated by rooftop mechanical ventilation equipment would attenuate to approximately 39 dBA L_{eq} at the property line of the nearest existing residential receptor. Therefore, noise levels from mechanical ventilation equipment would not exceed base ambient noise levels and would have a less than significant impact to the nearest residential receptors in the Project vicinity.

Parking Lot Activities

Typical parking lot activities include people conversing, doors shutting, and vehicles idling which generate noise levels ranging from approximately 60 dBA to 70 dBA L_{max} at a distance of 50 feet. These activities are expected to occur sporadically throughout the day, as patrons and staff arrive and leave parking lot areas at the Project site.

The nearest residential receptor, on the corner of St. Andrews Way and Augusta Street, on the east side of Golf Club Drive, would be located approximately 240 feet from the acoustic center of the Project's nearest proposed parking areas. The proposed buildings would provide additional shielding from the proposed parking areas and the nearest residential receptor. At this distance, and accounting for shielding from the proposed buildings, and for the existing sound wall along this residential area, noise levels from parking lot activities would attenuate to below 40 dBA L_{max} at the outdoor space of this nearest residential receptor.

When averaged over daytime or nighttime hours or over a 24-hour period, operational noise levels resulting from parking lot activities would not exceed base ambient noise levels. Therefore, noise levels generated by parking lot activities would have a less than significant impact to the nearest residential receptors in the Project vicinity.

Drive-Through Speakers

Based on field noise measurements conducted for previous FCS studies, typical drive-through speakers generate noise levels ranging up to approximately 74 dBA L_{max} at a distance of 10 feet. Noise from drive-through speakers is expected to occur sporadically throughout the day, as patrons visit the drive-through restaurant at the Project site.

The nearest residential receptor, on the corner of St. Andrews Way and Augusta Street, on the east side of Golf Club Drive, would be located approximately 230 feet from the nearest possible location where the drive-through speakers could be located. At this distance, and accounting for the sound wall along this residential area, noise levels from drive-through speakers would attenuate to below 41 dBA L_{max} at the outdoor space of this nearest residential receptor.

When averaged over daytime or nighttime hours or over a 24-hour period, operational noise levels resulting from drive-through speakers would not exceed base ambient noise levels. Therefore, noise levels generated by drive-through speakers would have a less than significant impact to the nearest residential receptors in the Project vicinity.

Noise levels generated by stationary project-related noise sources would not result in operational noise levels exceeding the City's base ambient noise level exceedance criteria. Therefore, the impact would be less than significant.

Table 4.13-5
Impact Summary of Stationary Operational Noise Sources

Stationary Operational Noise Source	Reference Noise Measurement		Nearest Sensitive Receptor		Exceedance of Standard	
	Reference Distance to Source (feet)	Noise Level (dBA) L_{max}	Distance to Source (feet)	Noise Level (dBA) L_{max}	Noise Performance Standard (dBA) (day/night)	Exceeds Standard (day/night)
Mechanical Ventilation Systems	25	60	150	39	55/45	No/no
Parking Lot Activities	50	70	240	40	55/45	No/no
Drive-through Speakers	10	74	230	41	55/45	No/no
Source: FirstCarbon Solutions, 2019.						

Based on the analysis above, the Project will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies with adherence to City noise standards and **Mitigation Measure NOI-1**. Impacts will be reduced to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment.

The City of Beaumont has not adopted a provision addressing the impacts of groundborne vibration levels. Therefore, the Federal Transportation Administration (FTA) vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact assessment in its Transit Noise and Vibration Impact Assessment document. These guidelines are summarized in **Table 4.13-6, Federal Transit Administration Construction Vibration Impact Criteria**, below.

Table 4.13-6

Federal Transit Administration Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced—Concrete, Steel or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Non Engineered Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90

Note: VdB = velocity in decibels.

Short-term Construction Vibration Impacts

A significant impact would occur if existing structures at the Project site or in the Project vicinity would be exposed to groundborne vibration levels in excess of levels established by the FTA's Construction Vibration Impact Criteria for the listed type of structure, as shown in **Table 4.13-6**.

Of the variety of equipment used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The nearest off-site structure to the Project site construction footprint is the residential structure located northeast of the Project site, on the east side of Golf Club Drive. This nearest off-site structure would be located approximately 180 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.005 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This is below the FTA Construction Vibration Impact Criteria of 0.2 in/sec PPV for buildings of non-engineered timber and masonry. Therefore, the impact of groundborne vibration levels on off-site receptors would be less than significant.

Operational Vibration Impacts

Implementation of the Project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the Project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the Project vicinity to which the Project would be exposed. Therefore, Project operational groundborne vibration level impacts would be considered less than significant.

4.13.3 Mitigation Measures

Potentially significant impacts were identified for Construction Noise Impacts. With the incorporation of **Mitigation Measure NOI-1**, any impacts will be reduced to a less than significant level.

NOI-1 Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the Project site.
- The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, do not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

Sources: State of California Department of Finance; and Southern California Association of Governments Final 2016 Regional Transportation Plan (RTP) Demographics & Growth Forecast.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	

The Project would develop commercial uses on the 2.3-acre undeveloped site in the City of Beaumont. The Project does not propose the construction of new housing; however, it does propose commercial business that may directly or indirectly induce population growth in the area. According to the Department of Finance population estimates, the City of Beaumont had a population of 48,237 as of January 1, 2018. The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 80,600 by the year 2040. According to the SCAG RTP/SCS, Beaumont had an employment base of 5,900 in 2012 and is projected to increase to 18,000 by the year 2040. The increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Beaumont General Plan.

No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure (i.e., roads, water, sewer, electricity, etc.).

Therefore, the Project will not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

Currently, there are no homes located within the Project site. Therefore, the Project would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. No impacts will occur.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Population and Housing Resources.

4.15 Public Services

4.15.1 Environmental Setting

Fire Services

The Riverside County Fire Department provides fire protection services to the Project site and the entire City of Beaumont. The nearest fire stations to the Project site are Fire Station 1 located at 628 Maple Avenue, approximately 2.6 miles southeast of the Project site, and Fire Station 20 located at 1550 East 6th Street, approximately 4.8 miles southeast of the Project site.

Police Services

The Beaumont Police Department located at 660 Orange Avenue, approximately 1 mile southeast of the Project site, provides police services for the entire City of Beaumont. According to the City of Beaumont General Plan, the Beaumont Police Department enlists the service of 25 sworn officers and seven non-sworn personnel.

Schools

The City of Beaumont Unified School District provides educational services to the City of Beaumont planning area, including a portion of Banning, Calimesa, and the unincorporated community of Cherry Valley. The District currently operated six elementary schools, two middle schools, and two high schools. The nearest schools to the Project site are Brookside Elementary School, Mountain View Middle School, and Beaumont High School; all located approximately 2 miles from the Project site.

Parks

According to the City of Beaumont General Plan, there are approximately 22 acres of land designated for park and recreational use within the City of Beaumont planning area. The City of Beaumont General Plan Resource Management Element Policy 22 seeks to expand community and regional parks within the City of Beaumont planning area.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Sources: City of Beaumont General Plan; Beaumont Unified School District web site; City of Beaumont Development Related Fee Schedule – 9/5/18; BUSD Commercial/Industrial Development School Fee Justification Study, March 29, 2018; BUSD Developer Fees; and Google Maps.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

Fire Protection			**X**	
Police Protection			**X**	
Schools			**X**	
Parks			**X**	
Other Public Facilities			**X**	

Fire Protection

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on a currently undeveloped parcel, which will add to the demand on fire protection services. The Project will be required to implement all applicable California Fire Code Standards. The Project's design and construction plans would be reviewed by City of Beaumont and Fire officials to ensure fire codes are met and that adequate fire protection services would be available to meet the project's needs. The Applicant would pay the City of Beaumont's Fire Protection Impact Fee. The Fire Protection Impact Fees are assessed on a square foot basis for commercial uses and are used to pay for critical public improvements to meet fire protection needs. Payment of the Fire Protection Impact Fee is a standard condition and is not considered unique mitigation under CEQA. Impacts would be less than significant.

Police Protection

The Project would include the installation of a multi-camera security system that would be monitored from a remote location. The Applicant would also pay the City of Beaumont's Police Facilities Impact Fee. The Police Facilities Impact Fees are assessed on a square foot basis for commercial uses and are used to pay for critical public improvements need to meet police protection needs. Payment of the Police Facilities Impact Fee is a standard condition and is not considered unique mitigation under CEQA. Impacts would be less than significant.

Schools

The Project is located within the boundaries of the Beaumont Unified School District (BUSD). Because the Project is a commercial project, it is not anticipated to induce substantial population growth. However, due to indirect impacts upon school facilities, the Applicant would pay the applicable BUSD Developer Fees (for commercial development) prior to the issuance of a building permit. The BUSD Developer Fees are used to pay for school facility improvements consistent with the BUSD "Commercial/Industrial Development School Fee Justification Study". Payment of the BUSD Developer Fee is a standard condition and is not considered unique mitigation under CEQA. Impacts would be less than significant.

Parks

The Project would not involve residential uses and will not cause a substantial increase in the population of the Project region. The Project consists of commercial uses that would cause an increase in employment; and thereby potentially resulting an indirect increase in demand or use of existing parks or recreational facilities, as employment may have an effect on relocation/population growth in the area from housing. The increases in population as a result of the Project are insignificant as they are within the growth assumptions for the City of Beaumont General Plan. Any impacts will be less than significant.

Other Public Facilities

The Project is not anticipated to induce substantial population growth; therefore, it would not create additional demand for other public facilities, such as libraries. However, the Applicant will pay the City of Beaumont's Public Facilities Fee. The Public Facilities Fees are assessed on a square foot basis for commercial uses and are used to pay for critical public improvements need to meet police protection needs. Payment of the Public Facilities Fee is a standard condition and is not considered unique mitigation under CEQA. Impacts would be less than significant.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Public Services Resources.

4.16 Recreational

4.16.1 Environmental Setting

The City of Beaumont General Plan Resource Management Element sets out goals and policies to maintain and enhance open space to be used for resource preservation and recreation. Resource Management Element Policy 17 states that the City of Beaumont will maintain park and recreational facilities in good condition to protect the public's investment and facilitate uses.

4.16.2 Recreation (XVI) Environmental Checklist and Discussion

Sources: City of Beaumont General Plan; *Project Plans/Materials* (**Appendix J**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	

The Project site is located within a vacant undeveloped 2.3-acre lot designated for commercial uses by the City of Beaumont General Plan. The Project would not involve residential uses and will not cause a substantial increase in the population of the Project region. The Project consists of commercial uses that would cause an increase in employment; and thereby potentially resulting an indirect increase in demand or use of existing parks or recreational facilities. The increases in population as a result of the Project are insignificant as they are within the growth assumptions for the City of Beaumont General Plan. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				**X**

The Project consists of commercial uses in the City of Beaumont and would not include recreational facilities. As such, the Project will not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impacts will occur.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Recreational Resources.

4.17 Transportation

Existing Conditions

Currently the Project site is vacant and undeveloped land. The Project is bounded to the north by Oak Valley Village Circle, to the east by Golf Club Drive, to the west by undeveloped land and I-10 Freeway Westbound Ramps, and to the south by Oak Valley Parkway.

Table 2-4, Intersection Capacity Analysis – Existing Conditions of the Traffic Impact Analysis (*TIA*, **Appendix I**) contains intersection delay and level of service (LOS) existing AM and PM for the following intersections:

- Oak Valley Parkway and I-10 eastbound ramps;
- Oak Valley Parkway and I-10 westbound ramps;
- Oak Valley Parkway and Golf Club Drive; and
- Golf Club Drive and Oak Valley Village Circle.

Currently, the intersections of Oak Valley Parkway and I- 10 EB Ramps and Oak Valley Parkway and I-10 WB Ramps are currently operating at LOS F. Both other intersections currently operate no lower than LOS B.

4.17.1 Transportation (XVII) Environmental Checklist and Discussion

Sources: *Traffic Impact Assessment* (*TIA*, **Appendix I**); *Air Quality and Greenhouse Gas Analysis* (*AQ/GHG Analysis,* **Appendix B**); City of Beaumont General Plan; Google Maps; *Project Plans/Materials* (**Appendix J**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			**X**	

Construction Analysis

Project construction would temporarily generate additional vehicle miles traveled (VMT) on the local roadway system, resulting from worker vehicle trips and truck hauling trips traveling to and from the Project site. The Project's potential impacts from construction-related traffic would occur during five stages of construction: site preparation, grading, building construction, paving and architectural coating.

The anticipated work schedule for construction activities; number of daily worker vehicle trips for each stage; number of daily vendor vehicle trips for each stage; and number of hauling trips for each stage were used to forecast the potential construction-related trips using the CalEEMod program. The anticipated number of trips per stage is presented in **Table 4.17-1, *Vehicle Trips by Construction Stage***.

Table 4.17-1

Vehicle Trips by Construction Stage

Stage Name	Worker Trip Number (1-way trips/day)	Vendor Trip Number (1-way trips/day)	Hauling Trip Number (total trips)	Total
Site Preparation	8	0	0	8
Grading	10	0	652	662
Building Construction	41	17	0	58
Paving	15	0	0	15
Architectural Coating	8	0	0	8

Notes: Assumes CalEEMod defaults.
Source: *Air Quality and Greenhouse Gas Analysis* (**Appendix B**)

As shown in **Table 4.17-1**, the most traffic intensive construction stage would be the grading stage, due to the 5,212 cubic yards of soil to be exported (hauling), followed by the building construction stage (trips associated with workers and vendors). Export operations will occur over the entire work day and will not be concentrated into the AM or PM Peak Hours of traffic (7:00 a.m. – 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). Assuming that the 41 construction employee trips would be split between morning commute (21 ingress) and evening commute (21 egress) and that the 17 vendor trips would likely occur throughout the day and not be concentrated during the peak hour, the Project would not result in 100 or more weekday daily trips within the peak hour. As a result, temporary construction activities would not significantly impact the surrounding transportation system based on City and County thresholds and standards. Any impacts from construction traffic will be less than significant.

Operational Analysis

A Project-specific *Traffic Impact Analysis* (*TIA*, **Appendix I**) was prepared to identify and recommend mitigation for significant impacts caused by, or contributed to, by the Project under the following study scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Background Conditions (Opening Day)
- Background plus Project Conditions (Opening Day)
- Future Conditions
- Future plus Project Conditions

The City of Beaumont General Plan Circulation Element Policy 10 identifies the minimum LOS "D" as its target LOS standard.

All Tables below are from the TIA, unless noted otherwise.

Existing Conditions

The Existing Condition analysis is based on traffic counts collected in September 2018 and reflects the current conditions of the Project area.

Currently, the intersections of Oak Valley Parkway and I-10 EB Ramps and Oak Valley Parkway and I-10 WB Ramps are currently operating at LOS F. The intersection of Oak Valley Parkway and Golf Club Drive and the intersection of Golf Club Drive and Oak Valley Village Circle currently operate no lower than LOS B.

Existing plus Project Conditions

The Existing plus Project Conditions addresses anticipated impacts if the Project were completed today. This analysis identifies impacts solely caused by the Project and does not consider ambient growth in the Project vicinity.

Project Trip Generation

To identify potential traffic impacts, trip generation factors are applied to the proposed land uses to estimate Project vehicle trips. The generation factors for the Gas Station with Convenience Market (ITE 945), Fast Food with Drive Thru (ITE 934), and Shopping Center (ITE 820) are from the 10th Edition of the Institute of Transportation Engineers trip generation report. An internal trip reduction factor of 10% was applied to all the land uses.

Due to the nature of the Project a Pass-By Trip factor (trips passing by the project on local streets) were applied to the trip generation by land use. The Pass-By Trip factors are from the 10th Edition of the Institute of Transportation Engineers trip generation report.

Table 4.17-2, *Project Trip Generation*, summarizes the estimated trip generation for the Project during the AM (7-9 AM) peak and PM (4-6 PM) peak periods. The Project is anticipated to generate 2,216 primary daily, 142 primary a.m. peak hour, and 157 primary p.m. peak hour trips.

Table 4.17-2

Project Trip Generation

	Land Use	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1	**Gas Station with Convenience Store**							
	(ITE 945) Vehicle Fueling Positions	205.36	6.36	6.11	12.47	7.13	6.86	13.99
	16 Fueling Positions	3,286	102	98	200	114	110	224
	Internal Trip Adjustment (10%)	329	10	10	20	11	11	22
	Adjusted Total Trips	2,957	92	88	180	103	99	202
	Pass-By Trips (62%, 56%)	1,745	57	54	111	58	55	113
2	**Fast Food Restaurant with Drive-Through Window**							
	(ITE 934) Per 1,000 Sq. Ft. GLA	470.95	20.50	19.69	40.19	16.99	15.68	32.67
	1,700 Square Feet (Attached to Convenience Store)	801	35	33	68	29	27	56
	Internal Trip Adjustment (10%)	80	4	3	7	3	3	6
	Adjusted Total Trips	721	31	30	61	26	24	50
	Pass-By Trips (49%, 50%)	357	15	15	30	13	12	25
3	**Fast Food Restaurant with Drive-Through Window**							
	(ITE 934) Per 1,000 Sq. Ft. GLA	470.95	20.50	19.69	40.19	16.99	15.68	32.67
	2,000 SF Gross Floor Area (Close to Shopping Center)	942	41	39	80	34	31	65
	Internal Trip Adjustment (10%)	94	4	4	8	3	3	6
	Adjusted Total Trips	848	37	35	72	31	28	59
	Pass-By Trips (49%, 50%)	420	18	17	35	15	14	29
4	**Shopping Center**							
	(ITE 820) Per 1,000 Sq. Ft. GLA	37.75	0.58	0.36	0.94	1.83	1.98	3.81
	6,250 SF Gross Floor Area (Separate Pad)	236	4	2	6	11	12	23
	Internal Trip Adjustment (10%)	24	1	0	1	1	1	2
	Adjusted Total Trips	212	3	2	5	10	11	21
	Pass-By Trips (0%, 34%)	0	0	0	0	4	4	8
	Sub-Total Trips	**5,264**	**182**	**172**	**354**	**188**	**180**	**368**
	Internal Trip Reduction	**526**	**19**	**17**	**36**	**18**	**18**	**36**
	Adjusted Trips	**4,738**	**163**	**155**	**318**	**170**	**162**	**332**
	Pass-By Trips	**2,522**	**90**	**86**	**176**	**90**	**85**	**175**
	Primary Site Trips	**2,216**	**73**	**69**	**142**	**80**	**77**	**157**

Project Trip Distribution and Assignment

The project trips are distributed by direction and assigned to the local network of streets. Figure 5 of the *TIA* illustrates the distribution of the primary project trips. Figures 6-8 of the *TIA* illustrate the primary project trips, pass-by project trips, and total project trips respectively.

Existing plus Project Traffic Analysis

Table 4.17-3, *Intersection Capacity Analysis – Existing plus Project Conditions*, below, is an intersection capacity analysis of Existing plus Project conditions utilizing existing intersection geometrics and the AM and PM peak hour traffic volumes.

Table 4.17-3

Intersection Capacity Analysis – Existing plus Project Conditions

Intersection		AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 16.0	F B	72.1 13.7	F B
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 18.2	F B	>80 22.6	F C
3	Oak Valley Pkwy and Golf Club Drive	19.3	B	19.7	B
4	Golf Club Drive and Oak Valley Village Circle (3)	10.8	B	11.0	B
5	Oak Valley Parkway and Project Driveway A (3)	14.6	B	16.4	C
6	Oak Valley Village Circle and Project Driveway B (3)	8.8	A	9.5	A

>80 – Intersection Delay reported higher than the LOS F threshold of 80 seconds.

1 Delay – In seconds per vehicle.

2 LOS – Level of Service.

3 Stop controlled intersection.

The West Riverside Council of Governments (WRCOG) 2016 Nexus study has identified the Oak Valley Parkway and I-10 Interchange as a new interchange or interchange modification on the Transportation Uniform Mitigation Fee Program (TUMF).

As such the mitigations of signalization and widening to accommodate turn lanes identified for the intersections of Oak Valley Parkway and I-10 EB Ramps and Oak Valley Parkway and I-10 WB Ramps are TUMF funded improvements.

The TUMF improvements at the intersection of Oak Valley Pkwy at I-10 WB Ramps includes installation of a traffic signal and widening at each approach:

- The widening of the west leg (Oak Valley Pkwy) two left turn lanes and an additional through lane;
- The widening of the east leg (Oak Valley Pkwy) to accommodate an additional through lane and a right turn lane; and
- The widening of the south leg (1-10 WB Off-Ramp) accommodates a left turn lane and right turn lane.

As presented in **Table 4.17-3**, above, all study intersections identified under Existing plus Project Conditions continue to operate at an acceptable LOS with the existing geometrics and the anticipated TUMF improvements listed above. The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and Development Impact Fees (DIF) are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Queuing Analysis

The estimated queue length, available storage length, and proposed storage lengths for the turn pockets are provided in **Table 4.17-4, *Queuing Analysis – Existing plus Project Conditions***, below, for each driveway.

Table 4.17-4

Queuing Analysis – Existing plus Project Conditions

Intersection/Movement			Storage Distance	AM	PM
				95th% Queue	95th% Queue
5	Oak Valley Pkwy and Project Driveway A	EBLT		118	132
		WBT		-	17
		WBT		-	-
		WBTR		-	-
		SBR	40	**55**	35
6	Oak Valley Village Cir and Project Driveway B	EBTR		-	-
		WBLT		-	-
		NBR	40	**64**	**64**

(-) No queue length was reported.

95^{th}% – 95^{th} Percentile Queue provided in feet rounded up to the nearest 25', Length of vehicle.

As shown in **Table 4.17-4**, above, the anticipated maximum queue lengths are provided in bold by intersection for each condition. There will be adequate queuing under this condition. Any impacts are less than significant.

Background Conditions (Opening Day)

The Background Conditions (Opening Day) addresses impacts due to ambient growth in traffic up to the Project buildout year of 2019 within the study area. Applied ambient growth is two percent of the existing traffic volumes annually.

Background Traffic Analysis

The Background Conditions intersection capacity analysis utilized existing intersection geometrics and the projected AM and PM peak hour traffic. **Table 4.17-5, *Intersection Capacity Analysis – Background Conditions***, provides the results of the analysis.

Table 4.17-5

Intersection Capacity Analysis – Background Conditions

	Intersection	AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 15.9	F B	71.8 13.8	F B
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 18.3	F B	>80 20.7	F C
3	Oak Valley Parkway and Golf Club Drive	19.3	B	19.4	B
4	Golf Club Drive and Oak Valley Village Circle (3)	10.3	B	10.0	B

(1) Delay – In seconds per vehicle.
(2) LOS – Level of Service.
(3) Stop controlled intersection.

As presented in **Table 4.17-5**, all study intersections under Background Conditions will operate at an acceptable LOS with the existing geometrics and anticipated TUMF improvements described above under Existing plus Project Traffic Analysis.

The TUMF improvements at the intersections of Oak Valley Pkwy at I-10 EB Ramps and Oak Valley Pkwy at I-10 WB Ramps were introduced under the existing conditions. These intersections will continue to operate acceptably with the TUMF improvements presented under the existing conditions.

The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Background plus Project Conditions (Opening Day)

The Background plus Project Conditions (Opening Day) addresses impacts due to ambient growth in traffic up to the Project buildout year of 2019 along with the Project traffic.

Background Traffic Analysis

The Background Conditions intersection capacity analysis utilized existing intersection geometrics and the projected AM and PM peak hour traffic. **Table 4.17-6, *Intersection Capacity Analysis – Background plus Project Conditions***, provides the results of the analysis.

Table 4.17-6

Intersection Capacity Analysis – Background Conditions

Intersection		AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 15.9	F B	71.8 13.8	F B
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 18.3	F B	>80 20.7	F C
3	Oak Valley Parkway and Golf Club Drive	19.3	B	19.4	B
4	Golf Club Drive and Oak Valley Village Circle (3)	10.3	B	10.0	B

(1) Delay – In seconds per vehicle.
(2) LOS – Level of Service.
(3) Stop controlled intersection.

As presented in **Table 4.17-6**, all study intersections under Background Conditions will operate at an acceptable LOS with the existing geometrics and anticipated TUMF improvements described above. The TUMF improvements at the intersections of Oak Valley Pkwy at I-10 EB Ramps and Oak Valley Pkwy at I-10 WB Ramps were introduced under the existing conditions. These intersections will continue to operate acceptably with the TUMF improvements presented above under Existing plus Project Traffic Analysis.

The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Project Traffic Analysis

Intersection capacity analysis for the signalized and un-signalized intersections utilized the existing and project recommended geometrics and the methodologies described in the Capacity Analysis Methodologies. **Table 4.17-7, *Intersection Capacity Analysis – Project Conditions***, represents the LOS for the critical movement.

Table 4.17-7

Intersection Capacity Analysis – Project Conditions

Intersection		AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 16.5	F B	>80 13.9	F B
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 18.9	F B	>80 24.2	F C
3	Oak Valley Parkway and Golf Club Drive	19.4	B	20.0	C
4	Golf Club Drive and Oak Valley Village Circle (3)	11.2	B	11.5	B
5	Oak Valley Parkway and Project Driveway A (3)	14.9	B	16.9	C
6	Oak Valley Village Circle and Project Driveway B (3)	8.9	A	9.6	A

(1) Delay – In seconds per vehicle.
(2) LOS – Level of Service.
(3) Stop controlled intersection.

As presented in **Table 4.17-7**, all study intersections under Background Conditions will operate at an acceptable LOS with the existing geometrics and anticipated TUMF improvements described above. The TUMF improvements at the intersections of Oak Valley Pkwy at I-10 EB Ramps and Oak Valley Pkwy at I-10 WB Ramps were introduced under the existing conditions. These intersections will continue to operate acceptably with the TUMF improvements presented above under Existing plus Project Traffic Analysis.

The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Queuing Analysis

The estimated queue length and available storage length provided in **Table 4.17-8, *Queuing Analysis – Project Conditions***, for each driveway.

Table 4.17-8

Queuing Analysis –Project Condition

Intersection/Movement			Storage Distance	AM 95th% Queue	PM 95th% Queue
5	Oak Valley Parkway and Project Driveway A	EBLT		125	73
		WBT		21	-
		WBT		-	-
		WBTR		24	-
		SBR	40	**64**	42
6	Oak Valley Village Circle and Project Driveway B	EBTR		-	-
		WBLT		10	-
		NBR	40	58	**62**

(-) No queue length was reported.

95^{th}% – 95^{th} Percentile Queue provided in feet rounded up to the nearest 25', Length of vehicle.

As presented in **Table 4.17-8**, the anticipated maximum queue lengths are provided in bold by intersection for each condition. There will be adequate queuing under this condition. Any impacts are less than significant.

Future Conditions

The Future Conditions addresses impacts due to ambient growth and other area projects up to the Buildout Year of 2040 within the study area. The growth in traffic reflecting the year 2040 is two percent annual rate of growth applied to existing traffic (Year 2018) volumes. The application of the two percent annual growth rate to existing traffic (Year 2018) volumes results in a 44% growth in existing traffic (Year 2018) volumes. The Future Conditions Year 2040 considers a trip distribution utilizing existing intersections included in the study area.

Future Year 2040 Traffic Analysis

The results of the Future Year 2040 Condition forecasted volumes are illustrated in Figure 13 of the *TIA* and presented in the Turn Movement summary worksheets provided in Appendix B of the *TIA*. The results of the analysis are shown in **Table 4.17-9, *Intersection Capacity Analysis – Background Conditions***.

Table 4.17-9

Intersection Capacity Analysis – Background Conditions

Intersection		AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 14.4	F B	>80 9.1	F A
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 18.1	F B	>80 17.1	F B
3	Oak Valley Parkway and Golf Club Drive	20.1	C	20.2	C
4	Golf Club Drive and Oak Valley Village Circle (3)	10.7	B	10.1	B

(1) Delay – In seconds per vehicle.
(2) LOS – Level of Service.
(3) Stop controlled intersection.

As presented in **Table 4.17-9**, all study intersections under Future Conditions will operate at an acceptable LOS with the existing geometrics and anticipated TUMF mitigations. The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Future plus Project Conditions

The Future plus Project Conditions addresses the ambient growth and other area projects with the development of the Project up to the Buildout Year of 2040. The Future Conditions Year 2040 plus Project considers a trip distribution utilizing existing intersections included in the study area.

Future Year 2040 plus Project Traffic Analysis

Intersection capacity analysis for Future Conditions Year 2040 plus Project Condition was performed using the methodology presented in the *TIA*. The results of the analysis are shown in **Table 4.17-10, *Intersection Capacity Analysis – Future Year 2040 plus Project Conditions***.

Table 4.17-10

Intersection Capacity Analysis – Future Year 2040 plus Project Conditions

Intersection		AM Peak Hour		PM Pear Hour	
		Delay(1)	LOS(2)	Delay(1)	LOS(2)
1	Oak Valley Parkway and I-10 EB Ramps (3) With TUMF Mitigation	>80 22.0	F C	>80 15.7	F B
2	Oak Valley Parkway and I-10 WB Ramps (3) With TUMF Mitigation	>80 24.9	F C	>80 27.8	F C
3	Oak Valley Parkway and Golf Club Drive	20.4	C	20.7	C
4	Golf Club Drive and Oak Valley Village Circle (3)	11.6	B	11.3	B
5	Oak Valley Parkway and Project Driveway A (3)	16.9	C	18.2	C
6	Oak Valley Village Circle and Project Driveway B (3)	8.8	A	9.4	A

(1) Delay – In seconds per vehicle.
(2) LOS – Level of Service.
(3) Stop controlled intersection.

As presented in **Table 4.17-10**, all study intersections under Background Conditions will operate at an acceptable LOS with the existing geometrics and anticipated TUMF improvements described above. The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA. Impacts will be less than significant.

Queuing Analysis

The estimated queue length, available storage length, and proposed storage lengths for the turn pockets are provided in **Table 4.17-11, *Queuing Analysis – Future Plus Project Conditions***, for each driveway.

Table 4.17-11

Queuing Analysis – Future Plus Project Conditions

Intersection/Movement			Storage Distance	AM	PM
				95t Queue	95th% Queue
5	Oak Valley Parkway and Project Driveway A	EBLT		218	233
		WBT		253	48
		WBT		303	27
		WBTR		306	23
		SBR	40	**82**	39
6	Oak Valley Village Circle and Project Driveway B	EBTR		56	-
		WBLT		-	16
		NBR	40	63	**72**

(-) No queue length was reported.

95^{th}% – 95^{th} Percentile Queue provided in feet rounded up to the nearest 25', Length of vehicles

As presented in **Table 4.17-11**, the anticipated maximum queue lengths are provided in bold by intersection for each condition. There will be adequate queuing under this condition. Any impacts are less than significant.

Further, the Project proposes no features that would impact mass transit facilities/operations and no bicycle facilities are located near the Project site. In addition, the Project would improve the property's frontage with new sidewalk improvements for increased pedestrian access along Oak Valley Village Circle.

Based on the information provided above, the Project will not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) For a land use Project, would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?			**X**	

On September 27, 2013, Governor Brown signed Senate Bill 743 (SB 743). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA, which could include analysis based on project VMT rather than impacts to intersection Level of Service.

On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting some new revisions to the state CEQA Guidelines. In November 2017, OPR submitted the proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency (that include a proposed new Guidelines section 15064.3 which governs how VMT-based analyses of potential traffic impacts should be conducted).

On January 26, 2018, the Natural Resource Agency published a Notice of Rulemaking, commencing the formal rulemaking process for the amendments to the CEQA Guidelines. Over the coming months, the Natural Resources Agency will conduct a formal administrative rulemaking process on the CEQA Guidelines. That rulemaking process will entail additional public review and may lead to further revisions. OPR then will update a technical advisory that accompanies the revised CEQA Guidelines, discussed further below, as appropriate. OPR has therefore not issued any final revisions to the state CEQA Guidelines to implement the CEQA traffic analysis component of SB 743; thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's CEQA Thresholds Guide.

The Project trips are predominately pass-by trips, existing trips passing by the Project on local streets. The Pass-By Trip percentage of total trips were applied from the 10th Edition of the Institute of Transportation Engineers trip generation report. The Pass-By Trip percentage varied from 34%-62%. Based on the nature of

the land use and pass-by trip percentage the Project has the potential to reduce the vehicle miles traveled (VMT)

As referenced in the discussion 16.a, above, the Project will not result in a deterioration of roadway operations below City standards during construction, or operations. Lastly, there is adequate queuing the Project driveways during all scenarios of development that were analyzed for the Project.

The Project would be subject to payment of TUMF, as well as all standard City Development Impact Fees intended to offset the Project's incremental contribution to cumulative traffic growth in the area. Payment of TUMF and DIF are standard conditions and are not considered unique mitigation under CEQA.

Therefore, the Project will not would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1). Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a transportation project, would the Project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(2)?				**X**

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on a currently undeveloped parcel. The Project is not a transportation project. Therefore, no impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), which are either a permitted use or a conditionally permitted use within the Project site's General Plan Land Use designation of Community Commercial, and zoning classification of Community Commercial. The Project driveways are anticipated to operate at acceptable levels of service. The Project would include a driveway and sidewalk per City of Beaumont standards, along the frontage of the Project site on Oak Valley Village Circle. Curb and gutter already exist on Oak Valley Village Circle. These improvements would be designed by a registered civil engineer to meet City of Beaumont development standards. No impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?			**X**	

Construction of the Project would require construction equipment to access the site via Oak Valley Village Circle. This could result in temporary construction traffic; however, review of the City of Beaumont's General Plan EIR Figure 4.8-1 Evacuation Routes shows Interstate 10 and Oak Valley Parkway as the designated evacuation routes in the vicinity of the Project site. Access to the Project is from Oak Valley Village Circle. Oak Valley Circle intersects with Gold Club Drive, which then intersects with Oak Valley Parkway. The Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance to City standards to ensure a coordinated and effective planned response by the City Police and Fire Departments to extraordinary emergency situations and disasters and also to ensure the provision of adequate vehicular access. Additionally, construction would be temporary, and maintenance would not occur on a daily basis. Any impacts will be less than significant.

4.17.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Transportation.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

According to the *Phase I Cultural Resources Assessment Beaumont Commercial Development Mixed Use Project* (*Phase I CRA*, **Appendix D**), of four Native American groups encountered by the Spanish chroniclers in the inland portions of the Los Angeles basin, it is likely that the Serrano were using the area for resource gathering.

The Project area lies near the southern portion of an area utilized by the Serrano. Spanish diseases decimated all indigenous groups adjacent to the eastern San Bernardino Mountains, especially after an outpost was built in Redlands in 1819, but some Serrano survived intact for many years in the far eastern San Bernardino Mountains, due to the ruggedness of the terrain and the dispersed population.

The Serrano spoke a language that belongs to the Cupan group of the Takic subfamily. The Takic subfamily is part of the larger Uto-Aztecan language family, which includes the Shoshonean groups of the Great Basin. The total Serrano population at initial European contact was roughly 2,000 people. Their range is generally thought to have been located in and east of the Cajon Pass area of the San Bernardino Mountains, north of Yucaipa, west of Twenty-nine Palms, and south of Victorville. The range of this group was limited and restricted by reliable water. Twenty-nine Palms was the origin location of the Maringa Serrano clan, and after 1811, many Serrano were forcibly taken to the Mission San Gabriel. The Mara Oasis, central location for the Maringa Serrano clan, is located in Joshua Tree National Park.

Serrano populations studied in the early part of the last century were a remnant of their cultural form prior to contact with the Spanish missionaries. Nonetheless, the Serrano are viewed as clan- and moiety-oriented, or local lineage-oriented group tied to traditional territories or use-areas. The Serrano clans are considered "non-political ethnic nationality," divided amongst themselves into patrilineal clans with two moieties: Coyote and Wildcat. Typically, a "village" consisted of a collection of families centered about a ceremonial house, with individual families inhabiting willow- framed huts with tule thatching and central firepit. Considered hunter-gatherers, Serrano exhibited a sophisticated technology devoted to hunting small animals and gathering roots, tubers, and seeds of various kinds. Today, Serrano descendants are found mostly on the Morongo reservation.

4.18.2 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a

Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
   a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
   b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
   c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

***Sources**: Phase I Cultural Resources Assessment* (*Phase I CRA*, **Appendix D**); City's AB52 Consultation Efforts with Tribes (**Appendix K**); and Assembly Bill 52.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				**X**

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

The *CRA* was originally prepared for the Project site on November 30, 2018 by FirstCarbon Solutions to identify cultural resources that could be affected by the Project. A cultural resources record search was conducted at the EIC and a search of Sacred Lands File of the NAHC was requested.

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) indicated no information regarding Sacred Lands or other cultural resources in the area. In addition to the search of the Sacred Lands File, the NAHC identified 11 Native American groups with historical and traditional ties to the Project site.

Sources consulted to identify historic properties included the current inventories of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmark (CHL), and California Point of Historical Interest (CPHI). The Historic Resource Inventory (HRI) and archival maps were also reviewed to determine the existence of previously documented cultural resources. The record search included a 1-mile buffer around the perimeter of the Project area. The results of the combined record searches for the Project indicate that at least 16 cultural resources investigations have been conducted within a 1-mile radius of the Project. Of those, one investigation included the entire Project area. The results of this investigation were negative, reporting no physical evidence for cultural resources within the Project area.

There has been one cultural resource recorded within a 1-mile radius of the Project area, located immediately adjacent to the Project site. This site consists of the historic San Timoteo Canyon Road, which is a 7-mile paved ranch road that begins at the San Timoteo Canyon Schoolhouse and continues southeast and east through unincorporated Riverside County, through the Oak Valley Development, and through the City of Beaumont. The road was originally built in 1925 as an unpaved rural route. After being completely washed out in 1937, the road was subsequently realigned and paved over. Since the late 1930s, improvements and alterations to the road have occurred as a result of the adjacent railroad. The San Timoteo Canyon Road is not eligible for listing in the National Register of Historic Places, or to be a historical resource for the purposes of CEQA. There is no indication that the road is associated with any significant events in national, State, or local history, and the road is not associated with any person significant in past history.

On November 11, 2018, following the records search at the EIC, an FCS archaeologist visited the site to conduct an intensive pedestrian survey. Because of extensive grading of the property over the years, no native terrain or vegetation was present on the property, and no cultural resources were observed during the site survey.

In accordance with Assembly Bill 52 (AB52), Native American Consultation efforts were led by the City of Beaumont as the lead agency.

In accordance with AB52, the City submitted notification letters to 45 Native American tribal governments or designated tribal representatives on December 21, 2018. During the Project's 30-day consultation period, responses were received from the Cabazon Band of Mission Indians on January 9, 2019, the Morongo Band of Mission Indians on January 17, 2019, the Pala Band of Mission Indians on January 7, 2019, and the San Manuel Band of Mission Indians on December 26, 2018.

The conclusions of the 30-day consultation period are as follows:

- Cabazon Band of Mission Indians (January 9, 2019): The tribe responded within the 30-day timeframe under AB 52 and stated that the tribe has no specific archival information on the site indicating that it may be a sacred or religious site or site of Native American traditional cultural value. However, the tribe suggests there be an archaeologist on site during all ground disturbing activities to monitor for the discovery of unknown cultural resources.
- Morongo Band of Mission Indians (January 17, 2019): The tribe requested consultation within the 30-day timeframe under AB 52 and requested additional information, which was sent on January 25, 2019. The Tribal Historic Preservation Officer for the Morongo reviewed the report and compared it to tribal records and determined the area to be sensitive. Their office requested the following standard development conditions be implemented:
    - If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5.
    - In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period.
        - If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact the Morongo Band of Mission Indians.
        - If requested by the Tribe*, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.).

          *The Morongo Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, Morongo can only speak for itself. The Tribe has no objection if the archaeologist wishes to consult with other tribes and if the City wishes to revise the condition to recognize other tribes.
- Pala Band of Mission Indians (January 7, 2019): The tribe responded within the 30-day timeframe under AB 52 and declined consultation because the project is outside of the tribe's traditional use area. They deferred to tribes in closer proximity to the project area.

- San Manuel Band of Mission Indians (December 26, 2018): The tribe responded within the 30-day timeframe under AB 52 and declined consultation because the project is outside of Serrano ancestral territory.

Mitigation Measures CUL-1 and **CUL-4** will satisfy the consultation requests of the Morongo Band of Mission Indians.

Pursuant to PRC 21080.3.1(d), each tribal government or representative was given 30 days upon receipt of the AB 52 notification letter to provide a request for consultation on the Project. The 30-day request period for consultation expired on February 13, 2019. Four of the 45 tribal representatives responded to the initial notification letter, with one requesting consultation. Tribal consultation between the City of Beaumont and the Morongo Band of Mission Indians is ongoing. The City of Beaumont, as lead agency, has fulfilled its obligations under AB 52 to engage in tribal consultation with all other tribal governments.

As previously discussed, because of extensive grading of the property over the years, no native terrain or vegetation is present on the property, and no cultural resources were observed during the site visit.

The archaeological sensitivity of the Project site is believed to be low; however, there always remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during project construction. If previously unrecorded historical resources are encountered during construction that could potentially be affected, implementation of **Mitigation Measures CUL-1** through **CUL-3** would reduce impacts to less than significant.

Lastly, based on the records search from EIC, no formal cemeteries are located in or near the Project site and no human remains have been reported in the Project vicinity. Most Native American human remains are found in prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within the Project site. Therefore, the Project as little potential to disturb human remains. If potential human remains are encountered the Project would comply with CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 with the implementation of **Mitigation Measure CUL-4**. With the implementation of **Mitigation Measure CUL-4** impacts would be less than significant.

4.18.4 Mitigation Measures

Mitigation Measures CUL-1 to **CUL-4** are listed in Section 4.5 Cultural Resources of this Initial Study.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Water Service

The Beaumont-Cherry Valley Water District (BCVWD) provides the City of Beaumont, including the Project site, with water services. In 2015, the BCVWD provided water to approximately 48,377 people within the City of Beaumont and the unincorporated community of Cherry Valley. The water provided by the BCVWD is primarily groundwater supplemented by imported water from the State Water Project purchased from the San Gorgonio Water Agency.

Wastewater

The City of Beaumont processes its wastewater and sewage at its city-owned Beaumont Wastewater Treatment Plant (BWTP), a tertiary facility. The City of Beaumont contracts Utility Partners LLC, to operate the facility for the City of Beaumont. This facility currently receives and treats domestic and commercial industrial wastewater from the City of Beaumont and portions of the unincorporated community of Cherry Valley. The BWPT is currently permitted to discharge up to 4.0 million gallons per day (MGD). From January 2014 through March 2016, the plant flow monthly averages ranged from 2.98 to 3.22 MGD. Since November 2015, the facility's waste flows routinely exceeded the 75% threshold of the 4.0 MGD design. In order to remain in compliance with the BWTP NPDES permit and in light of exceeding the 75% threshold levels, expansion of the facility was necessitated. On November 7, 2016, the City Council approved an expansion to the Beaumont Wastewater Treatment Plant from the current 4.0 MGD to 6.0 MGD by the year 2020, and to allow for future potential expansion of the Beaumont Wastewater Treatment Plant to 8.0 MGD.

Solid Waste

The City of Beaumont solid waste and refuse services are provided on a contract basis by *Waste Management, Inc.* Waste Management, Inc. provides services for the disposal of trash, recyclables, and green waste. There are no collection, processing, or disposal facilities within the City. As set forth in the City's 2006 General Plan Update EIR, commercial and residential municipal solid waste from the City of Beaumont is delivered via private haulers and residents to the Lamb Canyon Landfill, located just south of the City.

The Lamb Canyon Landfill is a municipal solid waste facility owned and operated by the Riverside County Department of Waste Resources. It is located approximately 4½ miles south of the Project site in the unincorporated Badlands/Lamb Canyon area of Riverside County, south of Interstate 10 (I-10) and the City of Beaumont, and north of the City of San Jacinto at 16411 Lamb Canyon Road (State Route 79).

The Lamb Canyon Landfill encompasses a total of approximately 1,189 acres, including a 580.5-acre permit area of which 144.6 acres are permitted for solid waste disposal (Note: Permit area expanded to 703.4 acres in mid-2018). The landfill is currently permitted (July 2018; Facility No. 33-AA-007) to receive 5,000 tons of refuse per day with a permitted Traffic Volume of 913 vehicle per day. The landfill has a maximum elevation of 2,460' AMSL and a maximum depth of 350' below the ground surface.

Recent figures, published monthly, for the Lamb Canyon Landfill show that a total of 46,606 tons of refuse was collected during December 2018, indicating an average of 1,864 tons per day with an average of 366 vehicle trips per day (25 days of operation). This is well below the maximum 5,000 tons per day and 913 vehicle trips per day allowed pursuant to the current permit. The remaining maximum permitted capacity is 38,953,653 cubic yards as of January 8, 2015 (most recent published date available) providing capacity and continued operations through April 1, 2029 (estimated closure date).

Electrical and Natural Gas Service

Electrical and natural gas services to customers in the City of Beaumont are provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCal Gas), respectively.

Electricity

SCE provides electrical service to customers within a 50,000-square mile area covering nearly 14 million people in 11 counties in the southern half of California, including western Riverside County and the City of Beaumont. It provides electricity to users via 16 utility interconnections and nearly 5,000 different transmission and distribution circuits. As of 2009 (the most recent year data is available from the CEC), SCE reported a total energy consumption of approximately 85,850 GWh, with an additional 4,531 GWh "self-generated" consumption within the SCE's planning area. SCE reports that it is the nation's largest purchaser of renewable energy, buying and delivering approximately 13.6 million MWh in 2009.

Natural Gas

The Southern California Gas Company (SoCal Gas) is the primary provider of natural gas to the region of Southern California, inclusive of the City of Beaumont. SoCal Gas is a regulated subsidiary of Sempra Energy (NYSE: SRE), a Fortune 500 energy services holding company based in San Diego. The SoCal gas service territory encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border. As the nation's largest natural gas distribution utility, SoCal Gas reports delivering clean, safe and reliable energy to 21.8 million consumers through 5.9 million meters in more than 500 communities, inclusive of development projects within the City of Beaumont.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Sources: BCVWD 2015 Urban Water Management Plan *(2015 UWMP)*; BCVWD Website; SARWQCB Status Report 3/23/18; Conversation with Mark Swanson, BCVMWD 02-28-19 (4:50 pm), Contact 951-845-9581 x218; BCVWD *2016 Potable Water System Master Plan*; EVMWD *2016 Sewer System Master Plan;* and Lambs Canyon Sanitary Landfill Website.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage,			**X**	

electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?				

Water Service

The BCVWD provides the City of Beaumont, including the Project site, with water services. The BCVWD *2015 UWMP* was prepared utilizing the General Plan Land Use designation on the Project site of Community Commercial. The Project is consistent with the General Plan. The *2015 UWMP* concluded that there is adequate current and future water supply to accommodate future growth, which includes the Project.

Standard water connection fees will address any incremental impacts of the Project. Payment of these fees are standard conditions and are not considered unique mitigation under CEQA.

Implementation of the Project will not require or result in the construction of new water treatment facilities or the expansion or relocation of existing facilities, the construction of which could cause significant environmental effects. Any impacts are considered less than significant.

Wastewater

The Project would generate wastewater from the restrooms associated with these uses. The Project would tie into an existing sewer line located within Oak Valley Village Circle.

The Project could affect Regional Water Quality Control Board (RWQCB) treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities will be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates. New development in the City is required to install wastewater infrastructure concurrent with Project development. The Santa Ana Regional Water Quality Control Board (SARWQCB) is the applicable RWQCB.

As previously stated, the BWTP is currently permitted to discharge up to 4.0 MGD. The City has regularly exceeded the 75% capacity at the BWTP since November 2015. On November 7, 2016, the City Council approved an expansion to the Beaumont Wastewater Treatment Plant from the current 4.0 MGD to 6.0 MGD by the year 2020, and to allow for future potential expansion of the BWTP to 8.0 MGD.

Based on these expansion plans and timing of these plans, it is not anticipated that Project will result in the BWTP exceeding its design capacity.

Standard wastewater/sewer connection fees will address any incremental impacts of the Project. Payment of these fees are standard conditions and are not considered unique mitigation under CEQA.

The Project would not require or result in construction, expansion, or relocation of wastewater facilities that could result in a significant environmental effect. Impacts would be less than significant.

Stormwater/Drainage

Potentially significant impacts could occur as a result of the Project if storm water runoff was increased to a

level that would require construction of new storm drainage facilities. As discussed in the Hydrology and Water Quality section (4.10), the Project will generate increased runoff from the site.

The Project site was split into two drainage management areas (DMAs) that drain into one large Low Impact Development Best Management Practice (LID BMP) basin facility (underground infiltration chamber). The first drainage management area consists of 86,250 square feet of impervious surfaces. The runoff from this area will sheet flow directly into the proposed underground infiltration chamber. The second drainage management area consists of about 13,070 square feet of impervious surfaces. The runoff from this area will be collected and conveyed using a combination of surface flows, inlets, and sub-surface storm drains to discharge into the proposed underground infiltration chamber.

The proposed stormwater treatment facility must capture the runoff volume of an 85th percentile, 24-hr storm event. Given the total area of the Project, composite runoff factor and design storm rainfall depth, the design capture volume was calculated to be 4,310 cubic feet. Due to the on-site soil classification and following the Best Management Practices (BMP) facility hierarchy, an infiltration system was chosen for the stormwater facility needs.

An underground infiltration chamber was chosen for the Project. The underground infiltration chamber is designed to hold its respective water quality volume before entering the proposed outlet structure during larger storm events. The chambers are empty inside and are surrounded by engineered soil media and gravel sections to filter stormwater runoff into the existing soils. There are no off-site hydrology or WQMP requirements for the Project.

Pursuant to the City's Municipal Code Section 13.24.050 all construction projects shall apply BMPs to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). The Project will also be required to submit a Water Quality Management Plan (WQMP) identifying post-construction BMPs. These are standard conditions and are not considered unique mitigation under CEQA.

Therefore, the Project will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impacts will be less than significant with implementation of existing regulations and BMP's.

Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project site development plan which proposes a commercial gasoline service station, convenience store with attached drive-thru restaurant, a multi-tenant retail shop building, and a freestanding restaurant (with drive-thru) will require electrical service. The electrical service provider for the Project site and the greater City of Beaumont is SCE.

Electrical services are currently in place to the existing Rite-Aid anchored retail center located adjacent to the Project site at the northeast corner of Oak Valley Parkway and Golf Club Drive and to the existing single-family residential tract located adjacent northeast of the Project site on the east side of Golf Club Drive. Furthermore, electrical service lines were installed underground in Oak Valley Village Circle in conjunction with

the commercial subdivision improvements of which the Project site is a part.

As described previously, SCE provides electrical service to customers within a 50,000-square mile area covering nearly 14 million people in 11 counties in the southern half of California, including western Riverside County and the City of Beaumont. It provides electricity to users via 16 utility interconnections and nearly 5,000 different transmission and distribution circuits. As of 2009 (the most recent year data is available from the CEC), SCE reported a total energy consumption of approximately 85,850 GWh, with an additional 4,531 GWh "self-generated" consumption within the SCE's planning area. SCE reports that it is the nation's largest purchaser of renewable energy, buying and delivering approximately 13.6 million MWh in 2009.

Adequate electricity supply is presently available in Southern California to meet the incremental increase in demand attributed to the Project. The Project would not require or result in construction, expansion, or relocation of electric power facilities that could result in a significant environmental effect. Any impacts will be less than significant.

Natural Gas

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site and the greater City of Beaumont is the SoCal Gas, also known as The Gas Company.

The Project will be connected to The Gas Company's natural gas distribution system. Connections are available in adjacent roadways and natural gas service is in place to the existing commercial retail and single-family residential tract development located adjacent east/northeast of the Project site across Golf Club Drive and to the commercial/hotel (Holiday Inn Express) project located several lots west of the Project Site along Oak Valley Village Circle.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The Project would not require or result in construction, expansion, or relocation of natural gas facilities that could result in a significant environmental effect. Any impacts will be less than significant.

Telecommunications

Telephone service to the Project site and the greater City of Beaumont is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. Any impacts will be less than significant.

In summary, the Project will not require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	

The BCVWD provides the City of Beaumont, including the Project site, with water services. The BCVWD *2015 UWMP* was prepared utilizing the General Plan Land Use designation on the Project site of Community Commercial. The *2015 UWMP* analyzes water supplies during normal, dry and multiple dry years. The Project is consistent with the General Plan. The *2015 UWMP* concluded that there is adequate current and future water supply to accommodate future growth, which includes the Project.

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on 2.3-acres. As stated above, the Project is consistent with the "Community Commercial" General Plan land use designation relied on in the District's projected water demand analysis included as a part of the BCVWD *2015 UWMP*. Project-specific water demand figures for the Project have not been calculated by the Project proponent to date.

The Project would incrementally increase water demand as a part of the larger BCVWD. BCVWD uses Equivalent Dwelling Units (EDUs) to calculate and project potable water demand. BCVWD Rules and Regulation, Section 5, defines the water use as 580 gal/EDU/day. A conversion rate for commercial use (i.e. the estimated number of EDUs per acre applied to commercial use) was not available due to the wide variety of commercial retail uses according to a discussion with Mr. Mark Swanson, Engineering Dept., BCVWD, conducted in conjunction with this study. With this said, the BCVWD *2016 Potable Water System Master Plan (p. 3-6)*, discusses four industrial/commercial developments ranging in size from 0.44 to 38 acres, where water demand was estimated based on a figure of 2,000 gallons/day/acre.

Based on the above, for purposes of this planning document, water demand for the Project is based on the water demand analysis conducted in conjunction with the *2016 Sewer System Master Plan (2016 SSMP)* for the Elsinore Valley Municipal Water District (EVMWD). The water demand figures by land use used by EVMWD are set forth in Table 5-11 of the *2016 SSMP*.

Table 5-11 of the EVMWD *2016 SSMP* includes various commercial uses including Commercial Office, General Commercial, Neighborhood Commercial, and Tourist Commercial with water demand figures varying from 1,800 to 2,500 gallons per day per acre (gpd/acre). The Neighborhood Commercial use is the lowest (1,800 gpd/acre) which is attributed to the larger super market use component. Water demand for each of the remaining commercial categories is estimated at 2,500 gpd/acre.

For purposes of this analysis, water demand for the Project is based on the 2,500 gpd/acre figure. Therefore,

the water demand for the Project is estimated at 5,750 gallons of potable water per day (2.3 acres x 2,500 gpd/acre = 5,750 gpd). The water rate and demand used in the analysis is the worst-case scenario/a conservative estimate.

Total water demand within the BCVWD during 2015 is reported in the *2015 UWMP* (Table 4-1) at 9,792 acre-feet. The largest demand, by far, comes from the existing Single-Family Residential (SFR) use within the District; during 2015, SFR use represented approximately sixty-eight percent (68%) of the total water demand. In comparison, the potable water demand attributed to the existing Commercial use in the District during 2015 was estimated at 118 acre-feet, or approximately 1.2% of the total 2015 water demand. The 2020 to 2040 Commercial water use projections indicate an increase varying between 6.5% to 7.1% as the city grows and demand for commercial services increase. Still, the Commercial demand as a percentage of total demand is limited, and actually drops below one percent throughout the 25 year projection period ending 2040.

In order to further put the Project water demand in perspective, the aforementioned 2015 Water Demand figure for Commercial Use in the District of 118 acre-feet (af) is converted to gallonage for comparison purposes. There are 325,851 gallons of water in an acre-foot. Therefore, the District's 2015 Commercial Water Demand in terms of gallonage was 38,450,418 gallons for the year (118 af x 325,851 g/af = 38,450,418), or 105,344 gallons per day (38,450,418 gallons ÷ 365 days = 105,344).

Based on the above, the Project site development plan represents approximately 5.5% of the commercial water demand within the District using 2015 figures (5,750 gpd ÷ 105,344 gpd = 5.5%), and a nominal amount of the total 2015 water demand within the district (5.5% of 1.2%) of less than one tenth of one percent (0.066%).

According to the BCVWD *2015 UWMP,* Tables 7-9, 7-10, 7-11, and 7-12, the District will be able to meet projected water demand under normal, single- and multiple-dry year scenarios through 2040. Therefore, there will be sufficient water supplies available to serve the Project from existing entitlements and resources during projected future normal, dry and multiple dry year scenarios. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

The City-owned Beaumont Wastewater Treatment Plant (BWTP) is currently permitted to discharge up to 4.0 MGD. From January 2014 through March 2016, the plant flow monthly averages ranged from 2.98 to 3.22 mgd. Since November 2015, the facility's waste flows routinely exceeded the 75% threshold of the 4.0 MGD design. In order to remain in compliance with the BWTP NPDES permit and in light of exceeding the 75% threshold levels, expansion of the facility was necessitated. On November 7, 2016, the City Council approved

an expansion to the BWTP from the current 4.0 MGD to 6.0 MGD by the year 2020, and to allow for future potential expansion of the BWPT to 8.0 MGD.

The Project would incrementally increase wastewater demand as a part of the larger BCVWD served by the BWTP. Similar to the Water Demand discussion set forth above, the incremental increase in wastewater attributable to the Project represents a relatively nominal amount of the wastewater generated by existing Commercial Uses within the BCVWD, and a relatively un-discernable amount of wastewater generated by all existing uses within the BCVWD.

The Project would develop a gas station with eight (8) fuel pumps (16 fueling stations), a 3,500 square foot (sq. ft.) convenience store (including 1,000 sq. ft. quick serve restaurant) with an attached 1,700 sq. ft. drive-thru restaurant, 6,250 sq. ft. retail building, and 2,000 sq. ft restaurant (with drive-thru), on 2.3-acres. The Project is consistent with the "Community Commercial" General Plan land use designation relied on in the District's projected wastewater demand analysis included as a part of the BCVWD *2015 UWMP*. Project-specific wastewater discharge figures for the Project have not been calculated by the Project proponent to date.

The Project potable water demand was estimated in Section 4.19.1a, above at 5,750 gallons per day, based on a commercial land use generation rate of 2,500 gallons per day per acre (2,500 gpd/acre) included in the EVMWD *2016 SSMP*. It is further noted that the EVMWD *2016 SSMP* estimates wastewater discharges based on a factor of fifty-four percent (54%) of the water demand. Therefore, the projected amount of wastewater generated by the Project site is estimated at 3,105 gpd (2.3 acres x 2,500 gpd x 54% = 3,105 gpd).

The Project's estimated wastewater flow (3,105 gpd) represents approximately one-tenth of one percent (±0.001%) of the current average daily flows being processed in the greater BCVWD by the City owned BWTP (3.1 mgd, avg.).

Based on the relatively small incremental increase in wastewater that would be generated by the Project and given the pending BWTP expansion plan and timing, it is evident that the BWTP has adequate capacity to serve the Project's projected demand in addition to their existing commitments. The impact will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?			**X**	

The Project would generate waste during construction and operation. Construction related waste is anticipated to be items such as material packaging or construction debris. Operational wastes will be those typically associated with a gas station, a convenience store, assorted retail, and restaurant uses.

All debris will be disposed of at Lambs Canyon Sanitary Landfill (Landfill). The Landfill is an existing permitted Class III municipal solid waste facility owned and operated by the Riverside County Department of Waste

Resources. The Landfill originally opened in 1970. The Landfill is currently permitted to receive 5,000 tons per day, including up to 500 tons per day for beneficial reuse. Under Solid Waste Facilities Permit Solid Waste Information System No. 33-AA-0007, the facility's total permitted boundary area was increased from 580.5 acres to 703.4 acres in mid-2018.

Recent figures, published monthly, for the Lamb Canyon Landfill show that a total of 46,606 tons of refuse was collected during December 2018, indicating an average of 1,864 tons per day with an average of 366 vehicle trips per day (25 days of operation). This is well below the maximum 5,000 tons per day and 913 vehicle trips per day allowed pursuant to the current permit. The remaining maximum permitted capacity is 38,953,653 cubic yards as of January 8, 2015 (most recent published date available) providing capacity and continued operations through April 1, 2029 (estimated closure date).

Similar to the water and wastewater/sewer analysis set forth herein, the amount of solid waste generated by the Project operation would have an incremental, but nominal, impact on the existing solid waste infrastructure/Lamb Canyon Landfill.

Furthermore, the City of Beaumont General Plan 2006 EIR concluded compliance with the City's adopted Source Reduction and Recycling Element target waste reduction and recycling goals and proper management and disposal of waste systems within the County would not result in an exceedance of permitted landfill capacities pursuant to implementation of the City's General Plan Update. The General Plan and Zoning designations for the Project site are Community Commercial (CC), and the Project complies with the CC zoning and general plan land use designation. Therefore, solid waste generated by the Project has been accounted for in the City's General Plan and would not result in an exceedance of permitted landfill capacities.

Based on the above, the Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project will not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?			**X**	

The Project would produce solid waste associated with the site preparation, construction and occupancy stages of the Project. All of these stages would implement required solid waste reduction measures to reduce the amount of waste generated, encourage reuse and/or recycling of materials to the greatest extent feasible, utilize materials made of post-consumer materials where possible. Furthermore, as stated in Section 4.19.2.d. above, the City of Beaumont General Plan 2006 EIR concluded compliance with the City's adopted Source Reduction and Recycling Element target waste reduction and recycling goals and proper management and disposal of waste systems within the County would not result in an exceedance of permitted landfill capacities pursuant to implementation of the City's General Plan Update, nor would the build-out as projected impair

attainment of solid waste reduction goals. As the Project is consistent with the existing General Plan and Zoning designations, the Project development impact to the solid waste infrastructure has been accounted for in the City's General Plan EIR, and no additional impact will occur. Therefore, the Project would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				**X**

Waste generated by the Project would comply with all applicable federal, state, and local management and reduction statutes and regulations (including Municipal Code Chapter 8.12, Mandatory Solid Waste Collection and Disposal) related to solid waste. Chapter 8.12 of the City of Beaumont's Municipal Code, codifies the findings made by the City Council, set forth in Section 8.12.010, A through E, that a considerable volume and variety of solid waste are being generated in the City and that it is necessary to carefully control the collection and disposal of solid waste so that the reductions required to be made by Public Resources Code Section 40000 et seq. (AB 939) can be planned for and accurately measured. In light of the findings, the City Council established a program of mandatory solid waste collection in the City in order to protect the health and welfare of the City's residents and to comply with all applicable federal, state, and regional statutes and regulations. No impact would occur.

4.18.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required for Utilities and Service Systems.

4.20 Wildfire

4.20.1 Environmental Setting

The Project site is located north of Oak Valley Parkway and west of Golf Club Drive, in the northerly portion of the City of Beaumont. The Project site is bound by undeveloped land to the west, Golf Club Drive and commercial development to the east, Oak Valley Parkway and undeveloped land to the south, and Oak Valley Village Circle and undeveloped land to the north (**Figure 2, *Project Location***).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

Sources: Revised Draft Environmental Impact Report City of Beaumont General Plan Update; *Map My County* (**Appendix A**); City of Beaumont General Plan; and *Project Plans/Materials* (**Appendix J**).

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Impair an adopted emergency response plan or emergency evacuation plan?			**X**	

According to *Map My County*, the Project site is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan. Review of the City of Beaumont's General Plan EIR Figure 4.8-1 Evacuation Routes shows Interstate 10 and Oak Valley Parkway as the designated evacuation routes in the vicinity of the Project site. Access to the Project is from Oak Valley Village Circle. Oak Valley Circle intersects with Gold Club Drive, which then intersects with Oak Valley Parkway. The proposed Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance to City standards to ensure a coordinated and effective planned response by the City Police and Fire Departments to extraordinary emergency situations and disasters and also to ensure the provision of adequate vehicular access. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	

As stated above in 4.20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project Site is located in a generally flat and developing area in which wildfire fuels are generally maintained, which collectively reduce the risk of wildfire for the Project. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

As stated above in 4.20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project would not 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. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

As stated above in 4.20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." Wildfire risk to the proposed occupants and structures is minimal due to conditions in the vicinity, including flat topography and limited fuels. Therefore, given this limited risk of wildfire, it is unlikely that the Project would 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. Any impacts will be less than significant.

4.20.3 Mitigation Measures

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

4.21 Mandatory Findings of Significance

4.21.1 *Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion*

Does the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		

The Project has the potential to adversely affect biological and cultural resources as discussed in Sections 4.4 and 4.5 of this Initial Study. With the adoption and implementation of **Mitigation Measures BIO-1, BIO-2, CUL-1**, **CUL-2**, **CUL-3**, **CUL-4** and **GEO-1**, impacts to biological and historical resources would be less than significant.

Does the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		**X**		

As discussed in this Initial Study and summarized in the response to 4.21.1.a, above, the Project would not result in any impacts that would be significant, after mitigation and adherence to standard conditions. With the mitigation and standard conditions listed in this Initial Study, impacts from the Project would not be cumulatively considerable.

Does the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

As discussed throughout this Initial Study, all impacts can be reduced to a level of less than significant with the implementation of mitigation measures **Mitigation Measures CUL-4**, **GEO-1**, and **NOI-1**, and adherence to standard conditions. As such, direct and indirect impacts to human beings would be less than significant with mitigation and adherence to standard conditions.

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SECTION 5.0 LIST OF PREPARERS

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SECTION 6.0 SOURCES

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https://bcvwd.org/documents/potable-water-system-master-plan/

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https://mrdata.usgs.gov/mrds/map-us.html#search-results.

SECTION 7.0 LIST OF APPENDICES

Appendices are included on a CD at the end of this Initial Study.

Appendix A – *Map My County*, December 12, 2018

Appendix B – *Air Quality and Greenhouse Gas Analysis Report Beaumont Commercial Development Mixed Use Project City of Beaumont, Riverside County, California,* prepared by FirstCarbon Solutions, March 5, 2019

Appendix C – *MSHCP Consistency Analysis Beaumont Commercial Development Project City of Beaumont, Riverside County, California*, prepared by FirstCarbon Solutions, March 28, 2019

Appendix D – *Phase I Cultural Resources Assessment Beaumont Commercial Development Mixed Use Project City of Beaumont, Riverside County, California*, prepared by FirstCarbon Solutions, March 5, 2019

Appendix E – *Preliminary Report of Geotechnical Investigations & Soil Infiltration Testing for WQMP-BMP Design*, prepared by oils Southwest, Inc., December 19, 2018

Appendix F – *Phase I Environmental Site Assessment* prepared by Herron Environment, November 6, 2018

Appendix G1 – *Project Specific Water Quality Management Plan - Beaumont Station*, prepared by Gil Zulueta Mendoza Associates, Inc., September 14, 2018

Appendix G2 – *Drainage Report - Beaumont Station*, prepared by Gil Zulueta Mendoza Associates, Inc., December 17, 2018

Appendix H – *Noise Impact Analysis Report Beaumont Commercial Development Mixed Use Project City of Beaumont, Riverside County, California*, prepared by FirstCarbon Solutions, March 5, 2019

Appendix I – *Traffic Impact Study, Beaumont Station Project*, prepared by David Evans and Associates, Inc, March 7, 2019

Appendix J – *Project Plans/Materials*, 2019

Appendix K – City's AB52 Consultation Efforts with Tribes

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