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- 1. Written comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by the Commission. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: Nicolew@BeaumontCa.gov
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- 3. In person comments subject to the adherence of the applicable health orders and social distancing requirements

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PLANNING COMMISSION REGULAR MEETING

550 E 6th Street, Beaumont, CA

Tuesday, July 14, 2020 - 6:00 PM

AGENDA

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packets are available for public inspection in the City Clerk's office at 550 E. 6th Street during normal business hours

Any person with a disability who requires accommodations in order to participate in this meeting should telephone the City Clerk's office at 951 769 8520, at least 48 hours prior to the meeting in order to make a request for a disability related modification or accommodation

REGULAR SESSION

6:00 PM

CALL TO ORDER

Chairman Tinker, Vice Chairman Stephens, Commissioner Colindres, Commissioner Smith, Commissioner St. Martin

Pledge of Allegiance:

Approval/Adjustments to Agenda:

Conflict of Interest Disclosure:

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

Any one person may address the Committee on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the Committee Chair or Secretary. There is a three (3) minute limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the Committee from discussing or taking actions brought up by your comments.

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Approval of Minutes

Recommended Action:

Approve Minutes dated June 9, 2020.

2. Conditional Use Permit CUP2018-0021 and Plot Plan PP2018-0119 to Construct and Operate a Gas Station with Nine (9) Fuel Pumps, a 6,700 Square Foot Canopy, 3,800 Square Foot Convenience Store with an Off-Sale General License (Type 20) for the Sale

of Beer and Wine, and an Attached 1,500 Square Foot Car Wash and a Stand-Alone 4,000 Square Foot Drive-Thru Restaurant on a Proposed 3.03 Acre-Site Located on the North Side of Desert Lawn Drive East of Oak Valley Village Center and West of the I-10 Freeway (APNs 414-090-005 and -007) in the Community Commercial (CC) Zone and Adoption of a Mitigated Negative Declaration (SCH# 2020060170)

Recommended Action:

Hold a public hearing;

Approve a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for Conditional Use Permit CUP2018-0021 and Plot Plan PP2018-0119, subject to the attached Conditions of Approval; and Direct staff to prepare a Notice of Determination for the applicant to record with the County Clerk.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

ADJOURNMENT

The next regular meeting of the Beaumont Planning Commission is scheduled for Tuesday, August 11, 2020, at 6:00 p.m. or thereafter as noted on the posted Agenda at City Hall

Beaumont City Hall – Online www.BeaumontCa.gov

PLANNING COMMISSION REGULAR MEETING

550 E 6th Street, Beaumont, CA

Tuesday, June 09, 2020 - 6:00 PM

MINUTES

REGULAR SESSION

6:00 PM

CALL TO ORDER at 6:05 p.m.

Present: Chairman Tinker, Vice Chairman Stephens, Commissioner Colindres, Commissioner Smith, Commissioner St. Martin

Pledge of Allegiance:

Approval/Adjustments to Agenda: **None** Conflict of Interest Disclosure: **None**

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

Any one person may address the Committee on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the Committee Chair or Secretary. There is a three (3) minute limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the Committee from discussing or taking actions brought up by your comments.

No speakers

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Approval of Minutes

Motion by Commissioner St. Martin Second by Vice Chair Stephen

To approve Minutes dated May 12, 2020

Approved by a unanimous vote.

2. Consideration of a Request for a One-Year Extension of Time for Tentative Parcel Map 34990 (South Side of Oak Valley Parkway, East of Interstate 10)

Public Hearing opened at 6:15 p.m.

J. Kamm - Applicant answered questions of the Commission.

Public Hearing closed at 6:20 p.m.

Motion by Commissioner St. Martin Second by Vice Chair Stephen

To forward a recommendation of approval to City Council for a one-year extension of time for Tentative Parcel Map 34990.

Approved by a unanimous vote.

3. Consideration of the Proposed Addition of Chapter 8.55 Regulation of Shopping Carts to the Beaumont Municipal Code

Public Hearing opened at 6:55 p.m. Public Hearing closed at 6:56 p.m.

Motion by Commissioner St. Martin Seconded by Commissioner Colindres

To forward to City Council a recommendation of approval of Chapter 8.55 Regulation of Shopping Carts with the amendment to the language to recycle carts rather than dispose of.

Approved by a unanimous vote.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Shared that the City's Planning Project webpage is being loaded with new projects. Gave an status of the Protrero Logistics Center. Announced an upcoming kick off meeting for parking strategies in which the City received a grant for.

ADJOURNMENT at 7:04 p.m.



Staff Report

TO: Planning Commissioners

FROM: Carole Kendrick, Senior Planner

DATE July 14, 2020

SUBJECT: Conditional Use Permit CUP2018-0021 and Plot Plan PP2018-0119 to

Construct and Operate a Gas Station with Nine (9) Fuel Pumps, a 6,700 Square Foot Canopy, 3,800 Square Foot Convenience Store with an Off-Sale General License (Type 20) for the Sale of Beer and Wine, and an Attached 1,500 Square Foot Car Wash and a Stand-Alone 4,000 Square Foot Drive-Thru Restaurant on a Proposed 3.03 Acre-Site Located on the North Side of Desert Lawn Drive East of Oak Valley Village Center and West of the I-10 Freeway (APNs 414-090-005 and -007) in the Community Commercial (CC) Zone and Adoption of a Mitigated Negative Declaration (SCH# 2020060170)

APPLICANT: Beaumont Landing LLC

Background and Analysis:

The proposed project is a requesting approval of a Conditional Use Permit and Plot Plan to construct and operate a gas station with nine (9) fuel pumps (18 fueling positions), a 6,700 square foot canopy, 3,800 square foot convenience store with an offsale general license (Type 20) for the sale of beer and wine, and an attached 1,500 square foot car wash and a stand-alone 4,000 square foot drive-thru restaurant on a proposed 3.03-acre acre site located on the north side of Desert Lawn Drive, east of Oak Valley Parkway and west side of the I-10 Freeway. The site is zoned Community Commercial (CC) as is the surrounding properties, except for the property to the south, which zoned Manufacturing (M).

Project Setting:

The 3.03-acre site is currently vacant with existing natural vegetation. The parcels to the north, south east and west are currently vacant with the exception of the I-10 freeway on-ramp located on the north side of the subject property. Approximately 850 feet to the northwest of the site is the existing Holiday Inn Express. The Shadow Creek

single family residential community is located approximately 1,100 feet to the west. The Aim All storage facility is located approximately 2,200 feet east of the project site at the terminus of Desert Lawn Drive.

The project setting can also be seen in the following materials attached to this staff report:

- General Plan Land Use Map (Attachment D)
- Zoning Map (Attachment E)
- Aerial Photograph (Attachment F)
- Site Photographs (Attachment G)

The land uses, zoning, and general plan land use designations of the project site and surrounding area are shown in the following table.

	LAND USE	GENERAL PLAN	ZONING
PROJECT SITE	Vacant Land	CC (Community Commercial)	CC (Community Commercial)
NORTH	Vacant Land	CC (Community Commercial)	CC (Community Commercial)
SOUTH	Vacant Land	I (Industrial)	M (Manufacturing)
EAST	Vacant Land	CC (Community Commercial)	CC (Community Commercial)
WEST Vacant Land CC (Community Commercial)		CC (Community Commercial)	

Site Design:

The proposed project consists of two (2) retail commercial buildings including an attached carwash tunnel with a total square footage of 9,300 square feet to be constructed in two (2) phases. The commercial project includes the construction of a

3,800 square foot convenience store with beer and wine sales that also includes a 1,500 square foot carwash tunnel, nine (9) fuel pumps that provide 18 fueling stations under a 6,700 square foot fuel canopy, and a 4,000 square drive-thru restaurant. The convenience store, quick service retail and drive-thru restaurant are proposed on the north side of the proposed realigned Desert Lawn Drive with the canopy and fuel pumps located on the corner of Oak Valley Parkway and Desert Lawn Drive. The applicant has identified AM/PM as the convenience store operator and Arco as the fuel provider.

The drive-thru restaurant pad has not identified an end-user at this time, but the proposed design includes a combination single and dual lane drive-thru that begins on the east side of the building and wraps along the north side of the building.

The eastern portion of the property, north of the proposed realigned Desert Lawn Drive, is not proposed for development at this time and has not been analyzed as part of the Initial Study/Mitigated Negative Declaration. Future development of this area will require the appropriate planning entitlements and CEQA review (see Condition No. 31).

On the south side of the proposed realigned Desert Lawn Drive, the applicant is proposing a water quality infiltration basin in addition to dedicating 0.35 acres for conservation related to Noble Creek, as identified in Joint Project Review 19-05-02-01 approved by the Riverside Conservation Authority on February 6, 2020.

The attached development plans (Attachment C) include the site layout, grading, floor plans, elevations, conceptual landscaping and conceptual signage.

Architecture:

The proposed Beaumont Landing project will utilize a contemporary style of architecture that includes varied rooflines to create visual interest. The exterior accents include an aluminum composite material designed to provide the appearance of wood materials, metal cantilever awnings, decorative lighting. The building also proposes multiple planes to add variety and has building heights that vary between 19 to 25 feet.

The proposed retail project consists primarily of stucco, aluminum composite materials, and metal accents. Exterior finish treatments are comprised of a mixture of paint stucco in white and grey tones, aluminum composite materials in orange and brown tones. Exterior accents and trim include aluminum composite materials, cornices, metal cantilever awnings, decorative lighting and bandings.

Circulation and Parking:

The project area is immediately east of Oak Valley Parkway between the Interstate 10 on the north and the Southern Pacific/Union Pacific tracks on the south. Forest Lawn Drive transects the development area from west to east. The applicant desires to realign Forest Lawn Drive to the south and develop the vacated property with commercial retail project. The project has been conditioned that a Road Vacation and Lot Line Adjustment will be required prior to the issuance of grading permit.

A Traffic Impact Analysis was prepared by LSA Associates, Inc. in December of 2018. The retail project is proposing two (2) driveways along Desert Lawn Drive with full turning movements. The traffic analysis is also requiring that the project install a traffic signal at Desert Lawn Drive and Oak Valley Parkway.

Per Beaumont Municipal Code Table 17.05-1. gasoline service stations are required to provide one (1) parking space per each 200 square feet of gross floor area, plus any additional spaces required for accessory uses such as retail or food service. The proposed service station requires 19 parking spaces. Fast food restaurants are calculated at one (1) space per 100 square feet of gross floor area. The proposed drive-thru restaurant will require a minimum of 40 parking spaces. The project is required to provide 59 parking spaces and is proposing 60 spaces not including the 18 fueling spaces under the canopy.

Hours of Operation:

The convenience store, gas station, and carwash are proposing a 24-hour operation. General deliveries for the convenience store will occur on a daily basis between 6am and 2pm and fuel deliveries are dependent on the truck's schedule. The carwash operation will receive bi-weekly soap deliveries between 8am and 4pm.

The quick service restaurant does not have a tenant currently identified; therefore, operational characteristics are not available.

Alcohol Sales:

The applicant is also proposing the sale of alcohol in the proposed convenience store with an Off-Sale Type 20 (beer and wine only) State of California Alcohol license. According to Alcohol Beverage Control, one (1) Off-sale license is allowed in Census Tract 438.22, based on current population ratios, and currently there are two (2) Off-sale licenses issued to Beaumont Service Station at 97 Beaumont Avenue and

Fisherman's Retreat in Calimesa (see Attachment H). Therefore, a Public Convenience and Necessity (PCN) determination will be required and the applicant has provided a letter to justify the need for the PCN which is included as Attachment H to this staff report.

The proposed use is located at least 600 feet, as measured from property line to property line, from existing public or private schools, public parks, or places of worship. The subject property is located 2,500 feet from Shadow Creek Park and, 7,500 feet from the Fellowship in the Pass Church. The nearest school is Three Rings Ranch Elementary School and is approximately 4,700 feet from the project site.

Multi-Species Habitat Conservation Plan (MSHCP):

A 4.96-acre project site (including on and off-site acreage) is located within MSHCP Criteria Cell 940. The project was reviewed by the Riverside Conservation Authority (RCA) and Wildlife Agencies as part of a Joint Project Review (JPR#19-05-02-01).

On February 6, 2020 the project was found to be consistent with the criteria cell and other plan elements subject to proposed mitigation, that is included as part of the Mitigation Monitoring and Reporting Program (MMRP) included in the Mitigated Negative Declaration (MND) and is included in Attachment A. General mitigation is provided through payment of the MSHCP Mitigation Fee.

Development Review Committee (DRC):

The Development Review Committee reviewed for the project for design. Staff from the various City departments provided written comments that have been incorporated into the proposed conditions of approval.

Environmental Documentation:

An Initial Study/Mitigated Negative Declaration was prepared for the project in accordance with the provisions of the California Environmental Quality Act (CEQA). The Initial Study/Mitigated Negative Declaration document was based upon the City standard checklist and addressed a full range of environmental topics.

The findings of environmental process are that all significant issues can be mitigated to a level of insignificance with respect to local and regional standards and thresholds. In order to achieve the level of insignificance, a series of mitigation measures are proposed (Condition Nos. 106-113).

To ensure that these measures are properly enacted, a mitigation monitoring program is necessary and would be enforced during the construction and operation of the project, if approved.

The Draft Initial Study/Mitigated Negative Declaration was circulated for a 30-day public review period from June 10, 2020 through July 10, 2020 and is included as Attachment A to this staff report. Staff received agency comments from the Riverside Transit Agency (RTA), Riverside County Flood Control and Water Conservation District and the Rincon Band of Luiseno Indians indicating that they had no comments regarding the draft document. The staff report will be published prior to end of the comment period and any comments received after the publication of the staff report will be provided to the Planning Commission prior to the public hearing.

Planning Commission Authority:

The Community Commercial zone allows gas/service stations and drive-thru fast food restaurants as conditionally permitted uses, per Table 17.03-3, subject to approval of a Conditional Use Permit. The Beaumont Municipal Code Section 17.02.100.F authorizes the Planning Commission to approve, conditionally approve, or deny the application.

A Plot Plan is required per Section 10.02.070 to establish a new land use, or to assume an existing land use, consistent with the zoning of the proposed location and requires a public hearing conducted by the Planning Commission. The Beaumont Municipal Code Section 17.02.070.F authorizes the Planning Commission to approve, conditionally approve, or deny the application.

The Planning Commission's decision is final unless appealed to the City Council within 15 calendar days of the commission decision. In approving or denying the proposed Plot Plan and Conditional Use Permit, the Commission must make the required "findings" pursuant to the Beaumont Municipal Code.

Conditional Use Permit Findings:

The Planning Commission may approve and/or modify a Conditional Use Permit in whole or in part, with or without conditions, provided that all of the following findings of fact are made:

1. The proposed uses conditionally permitted within the subject zone and complies with the intent of all applicable provisions of this Zoning Ordinance.

The project is subject to and is consistent with the Development Standards for the Community Commercial (CC) zone. The zoning allows gas/service stations and drive-thru fast food restaurants subject to a Conditional Use Permit.

2. The proposed uses would not impair the integrity and character of the zone in which it is to be located.

The subject property is zoned Community Commercial (CC) which allows gas/service stations and drive-thru restaurants subject to a Conditional Use Permit. The site is located in an area that is surrounded by Community Commercial (CC) and Manufacturing (M) zoned properties and will not impair the integrity or character of the zone.

3. The subject site is physically suitable for the type of land use being proposed.

The site is depressed from the existing alignment of Desert Lawn Drive and the I-10 on-ramp and freeway. The project is proposing to raise the grade of the site and realign Desert Lawn Drive to accommodate the development. The project is in a commercial area that is partially developed with commercial uses on the northwest side of the I-10 Freeway and Oak Valley Parkway and is suitable for commercial development.

4. The proposed uses are compatible with the land uses presently on the subject property.

The site is currently vacant but is zoned Community Commercial and the proposed uses are allowed subject to approval of a Conditional Use Permit.

5. The proposed uses would be compatible with existing and future land uses within the zone and the general area in which the proposed use is to be located.

The zoning and land use designation for the project site is Community Commercial (CC). The proposed project is surrounded by property that is commercial and manufacturing zoned and designated as commercial and industrial by the General Plan. The site is surrounded by vacant land and the I-10 Freeway, which has an eastbound ramp located north of the project site. The proposed uses are compatible with the adjacent freeway and surrounding commercial and manufacturing zoned properties.

There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

The site is served by the Beaumont-Cherry Valley Water District for water services and the City of Beaumont for sewer disposal system. Electricity will be provided by Southern California Edison and natural gas will be provided by the Southern California Gas Company. Solid waste and refuse services are provided by Waste Management, Inc. on behalf of the City of Beaumont. The site can be adequately served and will not be detrimental to public health and safety.

7. There would be adequate provisions for public access to serve the subject proposal.

There is adequate access to the site as determined by the City's public safety departments. The site has access from Oak Valley Parkway and Desert Lawn Road. The subject property is also adjacent to the eastbound ramp to the I-10 Freeway.

8. The proposed use is consistent with the objectives, policies, general land uses, and programs of the City of Beaumont General Plan.

The proposed project is in conformance with the General Plan for the City of Beaumont. The land use designation for the project site is Community Commercial (CC). The proposed development is consistent with the General Plan policies.

9. The proposed use would not be detrimental to the public interest, health, safety, convenience, or welfare.

The proposed project meets all the development standards under the Community Commercial zoning, which is intended to protect the public interest, health, safety, convenience, or welfare. The gas station, drive-thru fast food restaurants and retail uses will provide a convenience for the public that will not be detrimental to public health, safety or welfare.

10. The proposed design and elevations preserve and maximize the image, character, and visual quality of the neighborhood.

The proposed design and elevations are compatible with the existing commercial development in the area and will maintain the image and character of the

commercial properties that are developed in the area along the I-10 Freeway and Oak Valley Parkway.

11. The Planning Commission shall find that the proposed use does not have a disproportionately high and adverse human health or environmental effect on minority and low-income populations.

This use will not have an adverse effect on humans or the environment for any population. The proposed project will provide a wide range of goods and services including gas, fast food restaurants, and other transportation related services to serve all income levels of the population.

Plot Plan Findings:

 The proposed use is permitted, or is substantially similar to a use permitted, within the subject zone and complies with the intent of all applicable provisions of the Zoning Ordinance.

The project is subject to and is consistent with the Development Standards for the Community Commercial (CC) zone. The zoning allows gas/service stations and drive-thru fast food restaurants subject to a Conditional Use Permit.

2. The proposed use is consistent with the objectives, policies, general plan land uses and programs of the general plan and any applicable specific plans.

The proposed project is in conformance with the General Plan for the City of Beaumont. The land use designation for the project site is Community Commercial (CC). The proposed development is consistent with the General Plan policies.

3. The subject site is physically suitable for the type and intensity of the proposed land use.

The site is depressed from the existing alignment of Desert Lawn Drive and the I-10 on-ramp and freeway. The project is proposing to raise the grade of the site and realign Desert Lawn Drive to accommodate the development. The project is in a commercial area that is partially developed with commercial uses on the northwest side of the I-10 Freeway and Oak Valley Parkway and is suitable for commercial development.

4. The location, size, design and operating characteristics of the proposed uses is compatible with existing land uses within the general area in which the proposed use is located.

The zoning and land use designation for the project site is Community Commercial (CC). The proposed project is surrounded by property that is commercial and manufacturing zoned and designated as commercial and industrial by the General Plan. The site is surrounded by vacant land and the I-10 Freeway, which has an eastbound ramp located north of the project site. The proposed uses are compatible with the adjacent freeway and surrounding commercial and manufacturing zoned properties.

5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed land use would not be detrimental to the public convenience, health, safety or general welfare;

The site is served by the Beaumont-Cherry Valley Water District for water services and the City of Beaumont for sewer disposal system. Electricity will be provided by Southern California Edison and natural gas will be provided by the Southern California Gas Company. Solid waste and refuse services are provided by Waste Management, Inc. on behalf of the City of Beaumont. The site can be adequately served and will not be detrimental to public health and safety.

6. The approval of the plot plan permit for the proposed uses is in compliance with the requirements of the California Environmental Quality Act and there would be no significant adverse impacts upon environmental quality and natural resources that cannot be reasonably mitigated and monitored.

A Mitigated Negative Declaration was prepared for the project by Rincon Consultants, Inc. and determined that any project impacts can be reasonably mitigated as shown in Attachment A.

Recommended Action:

Hold a public hearing;

Approve a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for Conditional Use Permit CUP2018-0021 and Plot Plan PP2018-0119, subject to the attached Conditions of Approval; and Direct staff to prepare a Notice of Determination for the applicant to record with the County Clerk.

Attachments:

- A. Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- B. Draft Conditions of Approval
- C. Development Plans
- D. General Plan Land Use Designation Map
- E. Zoning Map
- F. Aerial Photograph
- G. Site Photographs
- H. Applicant's letter dated April 22, 2020 regarding findings for Public Convenience or Necessity (PCN)
- I. Proof of Publication

Incorporated herein by Reference:

City of Beaumont General Plan

City of Beaumont Zoning Ordinance

Project Site's Riverside Conservation Authority Multi-Species Habitat Conservation Plan Informational Map

Contents of City of Beaumont Planning Department Project File CUP2018-0021 & PP2018-0119



Oak Valley Parkway and Interstate 10 Commercial Development Project

Draft Initial Study – Mitigated Negative Declaration

prepared for

City of Beaumont

Planning Department 550 East Sixth Street Beaumont, California 92223

prepared by

Rincon Consultants, Inc.

250 East 1st Street, Suite 301 Los Angeles, California 90012

June 2020



Oak Valley Parkway and Interstate 10 Commercial Development Project

Draft Initial Study – Mitigated Negative Declaration

prepared for

City of Beaumont

Planning Department 550 East Sixth Street Beaumont, California 92223

prepared by

Rincon Consultants, Inc.

250 East 1st Street, Suite 301 Los Angeles, California 90012

June 2020



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Appendix C	Cultural Resource Survey
Appendix D	Geotechnical Engineering Investigation
Appendix E	Phase I Environmental Site Assessment
Appendix F	Noise Study
Appendix G	Traffic Impact Analysis

Tribal Consultation Summary

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Initial Study

1. Project Title

Oak Valley Parkway and Interstate 10 Commercial Development Project

Lead Agency Name and Address

City of Beaumont Planning Department 550 E. 6th Street Beaumont, California 92223

3. Contact Person and Phone Number

Carole Kendrick (951) 769-8518

4. Project Location

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

5. Project Sponsor's Name and Address

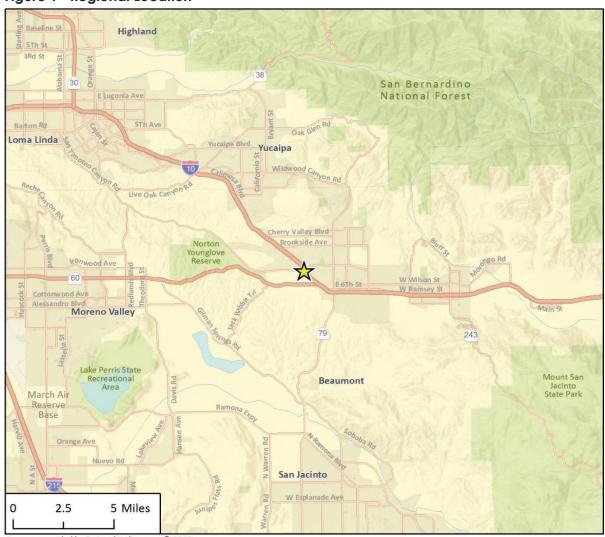
Oscar Etemadian Beaumont Landing, LLC 10995 Indiana Avenue Riverside, California 92503

General Plan Designation

Community Commercial (CC)

1

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.





2

Figure 2 Project Location



Draft Initial Study – Mitigated Negative Declaration

7. Zoning

Community Commercial (CC)

8. Description of Project

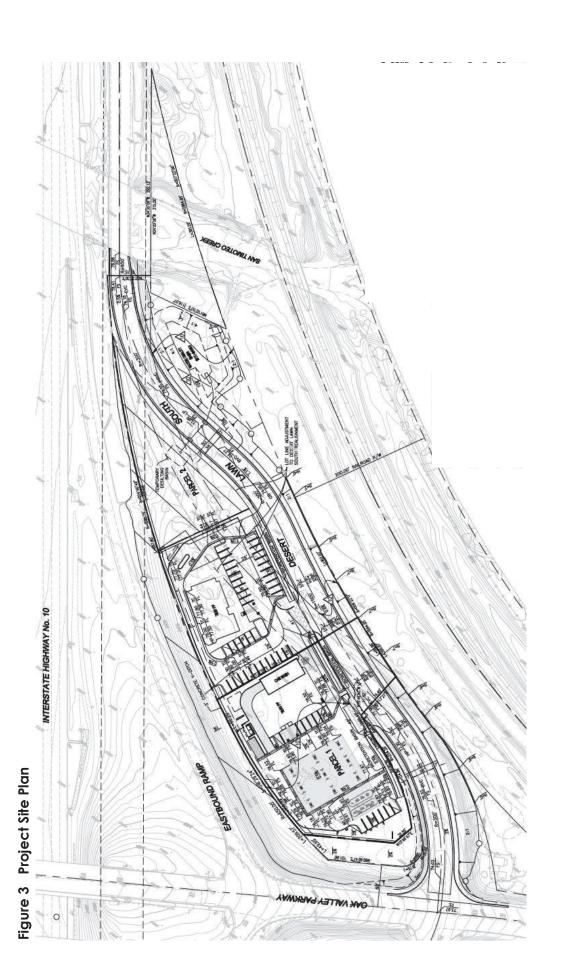
The project is a commercial development on an approximately 3.03-acre site divided into two parcels that would involve construction of an 18-pump fuel - station; a 3,800 square-foot convenience store; a 1,500 square-foot car wash; and a 4,000 square-foot restaurant with a drive-through. The convenience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

9. Surrounding Land Uses and Setting

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

10. Other Public Agencies Whose Approval is Required.

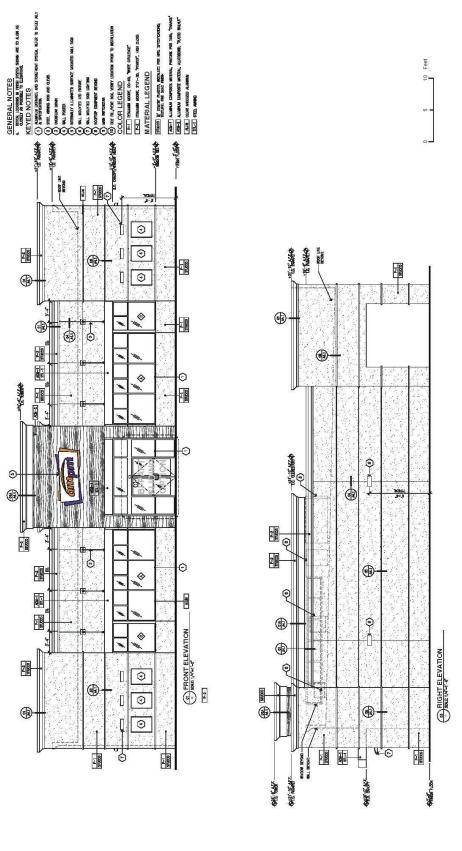
The City of Beaumont is the lead agency with responsibility for approving the project. In addition to approval by the lead agency, project development requires approval by the Regional Conservation Authority because the project site is located in a Critica Area as designated by the Riverside County Multiple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



Initial Study

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

Figure 4 Proposed Front and Right Elevations

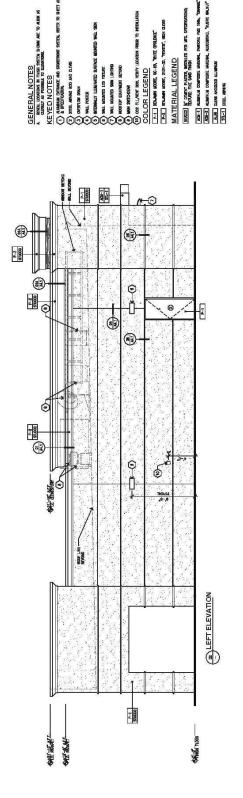


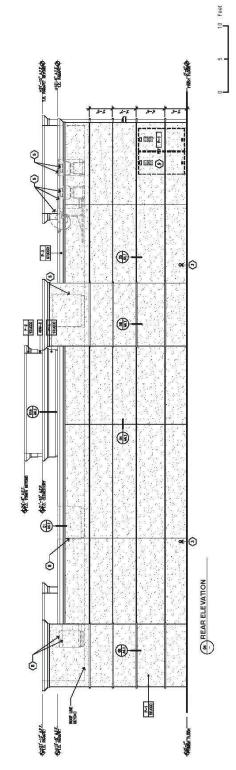
Source: CJC Design, Inc.

Draft Initial Study – Mitigated Negative Declaration

Figure 5 Proposed Left and Rear Elevations

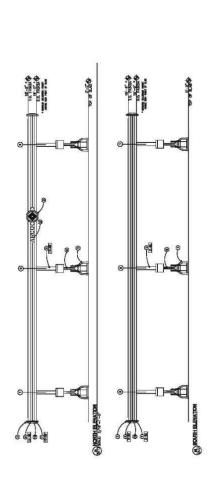
Initial Study

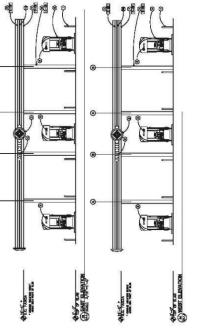


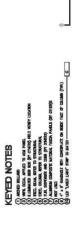


City of Beaumont Oak Valley Parkway and Interstate 10 Commercial Development Project

Figure 6 Proposed Gas Station South and West Elevations







EXTENOR PANTS

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Source: CJC Design, Inc.

Environmental Factors Potentially Affected

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

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

Determination

Based on this initial evaluation:

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

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

environment, because all potential in an earlier EIR or NEGATIVE DECLA have been avoided or mitigated pur	roject could have a significant effect on the significant effects (a) have been analyzed adequately ARATION pursuant to applicable standards, and (b) rsuant to that earlier EIR or NEGATIVE DECLARATION, easures that are imposed upon the proposed project,			
Carole Kendrick 6/08/2020				
Signature	Date			
Carole Kendrick	Senior Planner			
Printed Name	 Title			

Environmental Checklist

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

Oak Valley Parkway and Interstate 10 Commercial Development Project

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

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

NO IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

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2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wc	ould the project:				
a.	Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	П			
b.	Conflict with existing zoning for agricultural use or a Williamson Act contract?				
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				

- a. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

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

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

NO IMPACT

3	Air Quality				
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	ould the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			-	
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				
c.	Expose sensitive receptors to substantial pollutant concentrations?				
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				

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

Air Quality Standards and Attainment

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

Table 1 Health Effects Associated with Criteria Pollutants

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

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

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

Source: U.S. EPA 2018a

The Basin is designated nonattainment for the state ozone, PM_{2.5}, and PM₁₀ standards, and the federal ozone, PM_{2.5}, and lead standards (California Air Resources Board [CARB] 2017a, U.S. Environmental Protection Agency [USEPA] 2018b). The Los Angeles County portion of the Basin is designated as nonattainment for the federal standard for lead. The Basin is in attainment of all other federal and state standards. Because the Basin currently exceeds several state and federal ambient air quality standards, SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

Air Quality Management

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

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

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

Air Pollutant Emission Thresholds

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

Table 2 SCAQMD Air Quality Significance Thresholds

	Mass Daily Thre	sholds (lbs/day)
Pollutant	Construction	Operation
NO _X	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _X	150	150
СО	550	550
Lead	3	3

Notes: NO_x = oxides of nitrogen, VOC = volatile organic compounds, SO_x = sulfur oxides Source: SCAQMD 2015

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

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Oak Valley Parkway and Interstate 10 Commercial Development Project

LSTs have been developed for NO_X , CO, PM_{10} and $PM_{2.5}$. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD 2008a). As such, LSTs for operational emissions do not apply to on-site development since the majority of emissions would be generated by cars on the roadways.

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

Table 3 SCAQMD LSTs for Construction (SRA 29)

Pollutant	Allowable emissions (lbs/day) from a 2-acre site in SRA 29 for a receptor 200 meters away	
Gradual conversion of NO _X to NO ₂	340	
СО	7,395	
PM ₁₀	157	
PM _{2.5}	41	
Source: SCAQMD 2009		

Existing Air Quality

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

Table 4 Ambient Air Quality Data

Pollutant	2016	2017	2018
8 Hour Ozone (ppm), 8-Hr Maximum	0.106	0.105	0.106
Number of Days of State exceedances (>0.070)	52	82	69
Number of days of Federal exceedances (>0.070)	52	82	69
Ozone (ppm), Worst Hour	0.128	0.128	0.119
Number of days of State exceedances (>0.09 ppm)	26	50	33
Number of days of Federal exceedances (>0.112 ppm)	1	2	0
Nitrogen Dioxide (ppm) - Worst Hour	0.0469	0.0563	0.0506
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (0.10 ppm)	0	0	0
Particulate Matter 10 microns, μg/m³, Worst 24 Hours	65.0	97.9	39.3
Number of days above Federal standard (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns, μg/m³, Worst 24 Hours	110.5	34.9	32.0
Number of days above Federal standard (>35 $\mu g/m^3$)	*	*	*
* = insufficient data available			

Source: CARB 2020

As shown in Table 4, the ozone concentration exceeded state and federal eight-hour standards every year from 2016 through 2018 and the one-hour state and federal standards in 2016 and 2017. One-hour ozone also exceeded the state standard in 2018. No exceedances of either state or federal standards for NO_2 or PM_{10} have occurred at the designated monitoring stations in the last three years.

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

Construction Emissions

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

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

Table 5 Estimated Maximum Unmitigated Construction Emissions

	Maximum Emissions¹ (lbs/day)					
	ROG	NO _x	со	SO _X	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day)	5.6	42.5	22.4	<0.1	20.5	12.0
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
SCAQMD Localized Significance Thresholds (LSTs) ²	N/A	340	7,395	N/A	157	41
Threshold Exceeded?	N/A	No	No	N/A	No	No

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

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

Source: Appendix A

Operational Emissions

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

Table 6 Operational Emissions

	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	со	SO _X	PM ₁₀	PM _{2.5}
Total Emissions	19	36.0	60.4	0.2	11.8	3.3
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

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

Source: Appendix A

LESS THAN SIGNIFICANT IMPACT

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

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

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

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

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

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

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

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4	Biological Resourc	ces			
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	ould the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		•		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
C.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
	conservation plan:	Ш			

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

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

Existing Conditions

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

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

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

Multiple Species Habitat Conservation Plan

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

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

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

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

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

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

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

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

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

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

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

Table 7 Special-status Species and Potential to Occur

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

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

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

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

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

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

Source: VHBC. See Appendix B

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

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

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

Mitigation Measure

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

BIO-1 Burrowing Owl

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

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

BIO-2 Nesting Birds Avoidance

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

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

5 Cultural Resources

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

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

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

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

NO IMPACT

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?
- c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

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

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

Mitigation Measures

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

CUL-1 Unanticipated Discovery of Prehistoric and Archaeological Resources

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

CUL-2 Unanticipated Discovery of Human Remains

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

6	Energy				
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	ould the project:				
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			•	

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

Construction Energy Demand

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

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

Table 8 Estimated Fuel Consumption during Construction

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

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

Operational Energy Demand

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

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

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

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

Table 9 Estimated Project Annual Transportation Energy Consumption

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

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

Notes: Totals may not add up due to rounding.

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

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

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

² Percent of vehicle trips from Table 4.4 "Fleet Mix" in Air Quality and Greenhouse gas Emissions Study, CalEEMod output (see Appendix A).

³ Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).

⁴ Average Fuel Economy (DOT 2019)

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

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

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

/		Geology and Sol	IS			
			Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wc	ould t	the project:				
a.	adv	ectly or indirectly cause potential erse effects, including the risk of loss, ry, or death involving:				
	1.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				
	2.	Strong seismic ground shaking?				
	3.	Seismic-related ground failure, including liquefaction?			•	
	4.	Landslides?			•	
b.		ult in substantial soil erosion or the of topsoil?				
c.	is m proj offs	ocated on a geologic unit or soil that nade unstable as a result of the ject, and potentially result in on or ite landslide, lateral spreading, sidence, liquefaction, or collapse?				
d.	Tab (199	ocated on expansive soil, as defined in le 1-B of the Uniform Building Code 94), creating substantial direct or rect risks to life or property?				
e.	sup alte whe	re soils incapable of adequately porting the use of septic tanks or trnative wastewater disposal systems are sewers are not available for the posal of wastewater?				
f.	pale	ectly or indirectly destroy a unique eontological resource or site or unique logic feature?		•		

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

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

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

NO IMPACT

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

- c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

Mitigation Measure

GEO-1 Collapsible Soils

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

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

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

NO IMPACT

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

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8_	B Greenhouse Gas Emissions						
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact		
Wc	Would the project:						
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?						
b.	Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse						
	gases?						

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

Background

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

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target established by SB 32. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) carbon dioxide equivalent (CO_2e) by 2030 and two MT CO_2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

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

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

Local Regulations

On October 6, 2015, the City of Beaumont adopted a GHG reduction plan, Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions that serves as the City's Climate Action Plan (CAP) (City of Beaumont 2015). The CAP set a goal to reduce emissions in the City to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, to meet AB 32 recommendations. The CAP also targets a 41.7 percent reduction in GHG emissions from 2012 levels by 2030, and an 80 percent deduction from 1990 levels by 2050. Emissions in 2012 were 275,302 metric tons (MT) carbon dioxide equivalent (CO_2e) and the GHG Reduction Plan set a 2020 goal of 234,007 MT CO_2e and the 2030 goal is 160,501 MT CO_2e .

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

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

Significance Thresholds

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. SCAQMD considers emissions of over 10,000 MT of CO_2e per year to be significant. However, SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when SCAQMD is the CEQA lead agency.

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

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

- Tier 3. Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT of CO₂e per year for all land use projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO₂e per year for land use projects.

The Beaumont CAP is a qualified CAP per Sections 15064(h)(3), 15125(d) or 15152(a) of the CEQA Guidelines because the CAP quantifies GHG emissions, establishes a target GHG level, and has been adopted by the public process. Therefore, the project is evaluated based on its consistency with the CAP. Project GHG emission are shown and compared to the SCAQMD's Tier 3 threshold of 3,000 metric tons of CO_2e per year for informational purposes only (SCAQMD 2010).

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

As described above under *Local Regulations*, the City of Beaumont has adopted a number of goals and policies to reduce GHG emissions. Table 10 shows policies from the Beaumont CAP that apply to the project (those that are applicable to new commercial development). As shown in Table 10 the project is consistent with all applicable policies. In addition, as shown in Table 11, project emissions would result in combined annual GHG emissions of approximately 2,688 MT of CO₂e per year and would not exceed SCAQMD's recommended regional GHG threshold. Therefore, impacts would be less than significant.

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

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

Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions Goal 6. Decrease Energy Demand through Reducing Urban

Head Island Effect

Plant more trees for shading and energy efficiency. Trees and vegetation that directly shade buildings reduce energy use by decreasing demand for air conditioning.

Consistent

Project Consistency

The project site currently contains fewer than ten trees. The project would increase tree cover on the site by planting over 20 trees. The planted trees would provide shading on the project site and thus energy efficiency for the project by reducing the use of air conditioning. Additionally, proposed materials for the building include white stucco and various aluminum composite, which are light colors and reflective materials that would increase energy efficiency.

Goal 7. Decrease GHG Emissions through Reducing Vehicle Miles Traveled

Encourage non-motorized transportation options including walking, bicycling, and variants of small-wheeled transport, such as skateboards, push scooters, and hand carts. In addition, encourage, promote, or expand the use of the Pass Transit system or other transit services.

Consistent

The project site is within a quarter mile of existing residences and would construct sidewalks around the site. Therefore, the project site is within walking distance and would promote pedestrian access. In addition, the project would provide at least three bicycle parking spaces to promote bicycling. Finally, the project site is within a quarter mile of the Oak Valley and Desert Lawn Pass Transit bus station located near existing residences.

Goal 8. Decrease GHG Emissions thorough Reducing Solid Waste Generation.

Reduce waste to landfills recovering recyclable materials to directly reduce GHG emissions.

Consistent

In accordance with 2016 CalGreen requirements, the project would be required to achieve a minimum of 65 percent diversion rate for construction waste. In addition, the project would be required to comply with AB 341, which mandates commercial recycling for businesses that generate more than four cubic yards of solid waste per week.

Goal 9. Decrease GHG Emissions through Increasing Clean Energy Use.

Promote clean energy including energy efficiency and clean energy supply options, such as high efficient combined heat and power as well as renewable energy sources.

Consistent

The project would be designed to Title 24 standards, which would ensure that energy-conserving features are included in the design and operation of the proposed convenience store and drive-through restaurant. These conservation features would reduce GHG emissions associated with the project. SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by 100 percent renewable energy. In addition, the project would be designed in accordance with the latest CALGreen code requirements.

Sustainable Beaumont: The City's Roadmap to Greenhouse	
Gas Reductions	Project Consistency
Goal 10. Decrease GHG Emissions from New Development through Performance Standards. Provide developers a flexible way of demonstrating GHG reductions within new development by providing screening tables for developers to fill out during applications of new development projects. Screening tables are a menu of options of energy efficiency improvements, renewable energy options, water conservation measures, and other options that provide predictable GHG reductions. Each option within the screening tables includes point values based upon the GHG reduction that option will provide to a development project. Developers that choose options from the screening tables totaling 100 points or more will be determined to have provided a fair-share contribution of GHG reductions, and therefore, are considered consistent with the Climate Action Plan. This determination of consistency can be used in a CEOA climate change analysis of	Consistent The City has not prepared or adopted screening tables. However, the project is in compliance with the SCAQMD threshold of 3,000 MT CO ₂ e as shown in Table 11. Therefore, the project would not substantially contribute to GHG emissions and would be consistent with Goal 10.

Table 11 Combined Annual Emissions of Greenhouse Gases

the development, which provides a legally defensible and

streamlined CEQA process for the project.

Emission Source	Annual Emissions (MT of CO₂e)	
Construction	10.81	
Operational		
Area	<0.1	
Energy	134.7	
Solid Waste	28.0	
Water	98,8	
Mobile	444.0	
CO ₂ and CH ₄	414.9	
N_2O	100	
Total	2,688.4	
SCAQMD Tier 3 Threshold	3,000	
Threshold exceeded?	No	

 $^{^1}$ Approximately 324 MT CO $_2\mathrm{e}$ amortized over 30 years Sources: Salem 2018 2020 (Appendix A). See Appendix A for N2O calculations.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	uld the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?			•	
d.	Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				

- a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

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

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

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

release of hazardous materials into the environment (City of Beaumont 2012). Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

NO IMPACT

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

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

NO IMPACT

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

10 Hydrology and Water Quality Less than Significant Potentially with Less than Significant Mitigation Significant **Impact** Incorporated **Impact** No Impact Would the project: a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) Result in substantial erosion or siltation on- or off-site; (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) Impede or redirect flood flows? d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management

plan?

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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

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

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

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

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

LESS THAN SIGNIFICANT IMPACT

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?
- c.(ii) Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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

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

LESS THAN SIGNIFICANT IMPACT

- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?
- d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

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

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

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

No Impact

11 Land Use and Planning Potentially Significant Impact Would the project: Less than Significant with Mitigation Incorporated Impact Would the project:

a. Physically divide an established community? b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? D

a. Would the project physically divide an established community?

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

NO IMPACT

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

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

12	2 Mineral Resource	es :			
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	ould the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				

- a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

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

13	3 Noise				
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	ould the project result in:				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b.	Generation of excessive groundborne vibration or groundborne noise levels?				
C.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				•

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

General Noise Background

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

Vibration

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

Regulatory Setting

City of Beaumont General Plan

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

City of Beaumont Code of Ordinances

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

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

Table 12 Exterior Base Ambient Noise Levels

Zone Use	Time	BANL (dBA Leq)	
Residential	10 p.m. – 7 a.m.	45	
Residential	7 a.m.– 10 p.m.	55	
Industrial and Commercial	10 p.m. – 7 a.m.	50	
Industrial and Commercial	7 a.m.– 10 PM p.m.	75	
Source: City of Beaumont Municipal Code Section 9.02.050			

Table 13 Interior Base Ambient Noise Levels

Land Use	Time	Decibels	
Residential	10 p.m. – 7 a.m.	35	
Residential	7 a.m.– 10 p.m.	45	
School	7 p.m. – 10 a.m. (while school is in session)	45	
Hospital	Anytime	45	
Source: City of Bea	Source: City of Beaumont Municipal Code Section 9.02.080		

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

Table 14 Maximum Exterior Residential Noise Levels

Noise Level Exceeded (dBA above BANL)	Maximum Duration Period	
5	15 minutes any hour	
10	5 minutes any hour	
15	1 minute any hour	
20	Not permitted	
Source: City of Beaumont Code of Ordinances Section 9.02.070		

Table 15 Maximum Interior Residential Noise Levels

Noise Level Exceeded (dBA above BANL)	Maximum Duration Period	
5	5 minutes any hour	
10	1 minute any hour	
> 10	Not permitted	
Source: City of Beaumont Code of Ordinances Section 9.02.080		

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

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

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

Existing Project Area Noise Conditions

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

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

Table 16 Project Site Noise Monitoring Results

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

See Appendix F for noise monitoring data.

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

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¹ Distance to centerline of Interstate 10.

² Distance to centerline of Oak Valley Parkway.

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

Figure 7 Sound Measuremement Locations



Sensitive Receptors

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

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

Construction

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

Table 17 Construction Noise Levels by Phase

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

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

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exceed the

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

Operation

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

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

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

Continuous On-site Operational Noise

Car Wash Noise

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

Heating, Ventilation, and Air Conditioning (HVAC) Equipment

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

 $^{^{}m 1}$ There is no complaining part y, as defined by the Beaumont Municipal Code, at the adjacent property lines because they are vacant.

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

Table 18 Noise from HVAC Equipment

Land Use	Distance to Residences (feet)	Noise Level at Nearest Residences (dBA Leq)
Convenience Store	1,490	30.1
Fast Food Restaurant	1,670	29.1
Summed dBA Leq		32.6
See Appendix F for summed noise calcula	tions.	

Drive-through Noise

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

Overall Continuous On-site Operational Noise

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

Table 19 Total Operational Noise

Noise Source	Noise Level at Property Line of Nearest Residences (dBA Leq)	
Car Wash Operation	45.9	
HVAC Equipment	32.6	
Drive-Through Restaurant	30.7	
Summed dBA Leq	46.2	
See Appendix F for summed noise	calculations.	

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

Interior Residential Noise Impacts

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

Table 20 Interior Noise Levels at Nearest Residences

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

¹ See Table 19 for exterior operational noise levels.

Off-site Traffic Noise

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

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

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

Table 21 Existing Plus Project Transportation Noise Levels

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

See Appendix F for noise model inputs and output results.

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

LESS THAN SIGNIFICANT IMPACT

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

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

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

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

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

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

¹See Table 9 of Appendix F for FTA significance thresholds.

Table 22 Vibration Levels at Sensitive Receptors

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

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

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

14	14 Population and Housing					
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	
Wo	ould the project:					
a.	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?					
b.	Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?					

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

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

15	15 Public Services						
			Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	
a.	adv the gov new faci cau in o rati per	uld the project result in substantial verse physical impacts associated with provision of new or physically altered vernmental facilities, or the need for v or physically altered governmental lities, the construction of which could se significant environmental impacts, order to maintain acceptable service os, response times or other formance objectives for any of the olic services:					
	1	Fire protection?					
	2	Police protection?			•		
	3	Schools?				•	
	4	Parks?				-	
	5	Other public facilities?				-	

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

NO IMPACT

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

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

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

Item 2.

Environmental Checklist **Public Services**

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

16	16 Recreation							
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact			
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?							
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				•			

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

17	7 Transportation					
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	
Wo	Would the project:					
a.	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?					
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?					
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?					
d.	Result in inadequate emergency access?			•		

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

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

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

NO IMPACT

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

Construction-related Traffic

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

Table 23 Construction Phase Vehicle Trips

Phase	Vendor Trips per Day	Construction Worker Trips per Day	Total Trips per Day
Site Preparation	0	5	5
Grading	0	10	10
Building Construction	3	8	11
Paving	0	18	18
Architectural Coating	0	2	2
Source: Salem 2018a, see Append	dix A		

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

Operational Traffic

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

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

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

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Table 24 Estimated Project Traffic Trip Generation

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

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

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

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

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

The TIA also evaluates the following the following roadway segments:

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

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

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

Existing Conditions

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

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

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

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

Existing Conditions with Project

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

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

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

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

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

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

	Exist	ting	Existing pl	Existing plus Project		Significant	
Intersection	Delay	LOS	Delay	LOS	Change	Impact?	
AM Peak Hour							
Desert Lawn Drive/Oak Valley Parkway	35.7	E	39.0	E	3.3	Yes	
Desert Lawn South/Oak Valley Parkway	13.8	В	66.6	F	52.8	Yes	
Desert Lawn South/Project Driveway 1	N/	'A	9.1	Α	N/A	No	
Desert Lawn South/Project Driveway 2	N/	Ά	8.6	А	N/A	No	
I-10 Eastbound Ramps/Oak Valley Parkway	36.7	D	38.6	D	1.9	No	
I-10 Westbound Ramps/Oak Valley Parkway	31.0	С	30.7	С	(0.3)	No	
PM Peak Hour							
Desert Lawn Drive/Oak Valley Parkway	10.5	В	11.0	В	0.5	No	
Desert Lawn South/Oak Valley Parkway	11.7	В	33.1	D	21.4	No	
Desert Lawn South/Project Driveway 1	N/	'A	9.2	А	N/A	No	
Desert Lawn South/Project Driveway 2	N/	'A	8.6	А	N/A	No	
I-10 Eastbound Ramps/Oak Valley Parkway	30.0	С	31.7	С	1.7	No	
I-10 Westbound Ramps/Oak Valley Parkway	29.8	С	29.9	С	0.1	No	

Note: LOS = Level of Service, N/A = intersection would be built as part of the proposed project, () = negative number/decrease in delay Delay is measured in seconds.

Source: Table 7-A of Appendix G, LSA 2020

Cumulative Year (2020) without Project Conditions

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

Table 26 Cumulative Development Projects Trip Generation

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

Source: Table 4-C of Appendix TIA, LSA 2020

Impacts to Intersections

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

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

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

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

	Without	ithout Project With Project		roject		Significant
Intersection	Delay	LOS	Delay	LOS	Change	Impact?
AM Peak Hour						
Desert Lawn Drive/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Project Driveway 1	N/	'A	9.3	Α	N/A	No
Desert Lawn South/Project Driveway 2	N/	'A	8.7	Α	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
I-10 Westbound Ramps/Oak Valley Parkway	45.8	D	46.0	D	0.2	No
PM Peak Hour						
Desert Lawn Drive/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
Desert Lawn South/Project Driveway 1	N/	'A	9.4	Α	N/A	No
Desert Lawn South/Project Driveway 2	N/	'A	8.8	А	N/A	No
I-10 Eastbound Ramps/Oak Valley Parkway	>100	F	>100	F	N/A	Yes
I-10 Westbound Ramps/Oak Valley Parkway	45.3	D	46.0	D	0.7	Yes

Note: LOS = Level of Service, N/A = intersection would be built as part of the proposed project or cannot calculate change because the delay is over 100

Delay is measured in seconds.

Source: Table 7-E of Appendix G LSA 2020

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

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

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

Impacts to Roadway Segments

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

Mitigation Measures

T-1 Desert Lawn Drive/Oak Valley Parkway

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

T-2 Desert Lawn South/Oak Valley Parkway

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

Significance After Mitigation

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

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

LESS THAN SIGNIFICANT IMPACT

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 \Box

18	Tribal Cultural Resourc	es		
	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No leaves

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.

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

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

- 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
- b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?

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

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

Mitigation Measure

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

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

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

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19	9 Utilities and Service Systems				
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Wo	uld the project:				
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			•	

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

Water

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

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

Wastewater Treatment

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

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

Stormwater Drainage

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

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

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Electric Power

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

Table 28 Estimated Electric Power Demand

Land Use	Electricity Demand (kWh/year)	
Convenience Market with Gas Pumps	25,793	
Fast Food Restaurant with Drive Thru	189,920	
Parking Lot	8,120	
Total Increase in Electricity Demand	223,833	
Source: CalEEMod Annual Operational Outputs Appendix A		

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

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

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

Natural Gas

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

Table 29 Estimated Natural Gas Demand

Land Use	Natural Gas Demand (kBTU/year)	
Convenience Market with Gas Pumps	82,562	
Fast Food Restaurant with Drive Thru	1,093,760	
Parking Lot	0	
Total Increase in Natural Gas Demand	1,176,322	
Source: CalEEMod Annual Operational Outputs Appendix A		

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

Telecommunications

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

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

LESS THAN SIGNIFICANT IMPACT

- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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

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

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

LESS THAN SIGNIFICANT IMPACT

2C) Wildfire				
		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	ocated in or near state responsibility areas or les, would the project:	lands classif	ied as very hig	h fire hazard	severity
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?				
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d.	Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			•	

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

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

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

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Oak Valley Parkway and Interstate 10 Commercial Development Project

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

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

LESS THAN SIGNIFICANT IMPACT

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

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

LESS THAN SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Do	es the project:				
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?		•		
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)?		•		
c.	Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

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

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

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

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b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

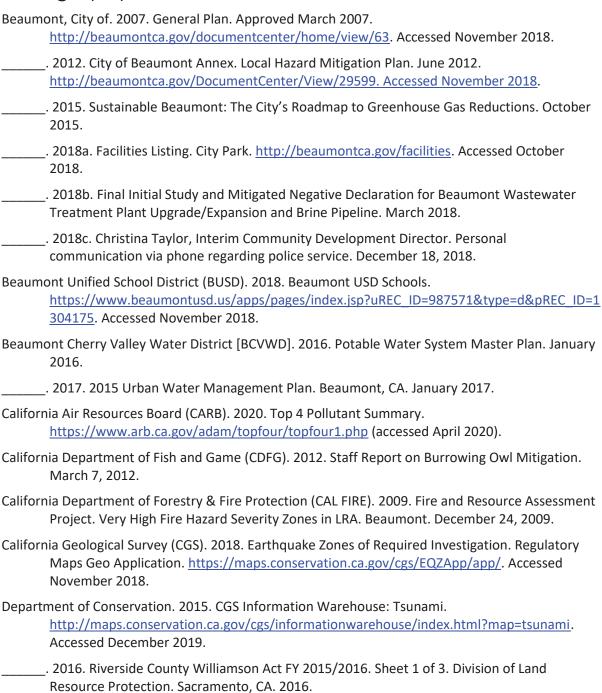
In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 9, *Hazards and Hazardous Materials*, and Section 14, *Noise*, the project would not result, either directly or indirectly, in adverse hazards related to hazardous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

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND for the City of Beaumont. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Joe Power, AICP, Principal Kari Zajac, MESM, Project Manager Amanda Ross, Associate Planner Katherine Green, Associate Planner Kelly Miller, Associate Planner Jonathon Schuhrke, GIS Analyst Chris Thomas, GIS Analyst



CITY OF BEAUMONT PLANNING DEPARTMENT CONDITIONS OF APPROVAL

BEAUMONT LANDING- PLOT PLAN PP2018-0119, CONDITIONAL USE PERMIT CUP 2018-0021, MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM Planning Commission Approval:

DRAFT

PLOT PLAN AND CONDITIONAL USE PERMIT FOR THE OPERATION OF A GAS STATION WITH EIGHTEEN FUEL PUMPS, 6,700 SQUARE FOOT CANOPY, 3,800 SQUARE FOOT CONVENIENCE STORE WITH THE OFF-SITE SALE OF BEER AND WINE, A 1,500 SQUARE FOOT CAR WASH, AND A 4,000 SQUARE FOOT DRIVE-THRU RESTAURANT LOCATED ON THE SOUTHWEST CORNER OF OAK VALLEY PARKWAY AND INTERSTATE 10 (I-10) IN THE COMMUNITY COMMERCIAL (CC) ZONE (APN 414-090-005 & 419-090-007).

Note: Any conditions revised at a hearing will be noted by strikeout (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

- The permit for the above referenced Conditional Use Permit and property consists of all Conditions of Approval herein. All Conditions of Approval for PP2018-0119, CUP2018-0021 and other related approvals are still in effect.
- The use hereby permitted is for the establishment of a gas station with a convenience store with a Type 20 Off-site sale of beer and wine, a car wash and one (1) drive-thru restaurant located on the southwest corner of Oak Valley Parkway and Interstate 10 (I-10).
- 3. The Community Development Director may approve minor modifications to the site plan that are in substantial conformance to the approved project and that do not increase impacts. All copies of the revised plans shall be dated and signed by the Director and made a part of the record.
- 4. The permittee shall defend, indemnify, and hold harmless the City of Beaumont, the Beaumont Redevelopment Agency, its agents, officers, consultants, and employees from any claims, action, or proceeding against the City of Beaumont or its agents, officers, consultants, or employees to attack, set aside, void, or annul, an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning Plot Plan PP2018-0119 and Conditional Use Permit CUP 2018-0021. The City of Beaumont will promptly notify the permittee of any such claim, action, or proceeding against the City of Beaumont and will cooperate

fully in the defense. If the City fails to promptly notify the permittee of any such claim, action or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.

- 5. This approval is subject to the City of Beaumont Municipal Code Section 17.02.100 Conditional Use Permits and is subject to timing specified in Sections (J) Conditional Use Permit Time Limits, (K) Conditional Use Permit Lapse in Time, (L) Conditional Use Permit Renewal and (M) Lapsing in Conditional Use Permit.
- 6. The Planning Commission herewith grants a "certificate of public convenience and necessity" for Type 20 Off-Sale of Beer and Wine for sales for the convenience store proposed on the southwest corner of Oak Valley Parkway and Interstate10 (I-10).
- 7. Administrative Plot Plan and business license application review and approval are required prior to occupancy of the building or sales of any items.
- 8. The conditions as established by the State of California, Alcohol Beverage Control, shall be fully complied with in the operation of the business.
- 9. Occupancy inspections will be required prior to the start of operations by the Building & Safety, Planning, Police, and Fire Departments. All inspections shall be performed and approved before a Certificate of Occupancy will be issued by the Building and Safety Department.
- 10. If any of the conditions of approval are violated, or if the use otherwise become a public nuisance as set forth in the Beaumont Municipal Code, the conditional use permit may be revoked as prescribed in the Municipal Code.
- 11. For Sales Tax Purposes, this location shall be the "Point-of-Sale" for all transactions conducted.
- 12. The Community Development Director shall monitor the subject use to ensure that the scale of the use does not exceed the limitations of the existing site improvements. In the event the Community Development Director determines that the scale of the use has exceeded site limitations, a hearing shall be scheduled before the Planning Commission to review the permit and consider modification or revocation thereof.
- 13. After 12 months of operation, the subject matter may, at the discretion of the Community Development Director, be scheduled for review by the Planning Commission. The Commission shall retain the authority to amend these conditions

- of approval at such time, or to modify the use or revoke the permit if substantial problems result from the operation.
- 14. The applicant shall be responsible for securing clearance, permits and approvals from all relevant agencies, including the Building Department, Fire Department, Health Department, ABC and any other necessary departments or agencies.
- 15. This permit shall be for the benefit of the applicant in whose name the permit was issued, for the specific approved location. The permit shall not be transferrable to another individual or location.
- 16. An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to the City of Beaumont Planning Department.

Service Stations

- 17. Per Table 17.05-1 of the Beaumont Municipal Code, gasoline service stations are parked at a minimum of one (1) space per 200 square feet of gross floor area.
- 18. Municipal Code Section 8.50.080 identifies service stations as a special use zone in regard to lighting. Prior to the issuance of a Building Permit, the applicant shall demonstrate that the proposed lighting installation:
 - A. Is not within a Residential Lighting Zone;
 - B. Utilizes fully shielded, side shielded and internally shielded light fixtures to the maximum extent practicable; and
 - C. Includes measures to mitigate light trespass and artificial sky glow.
- 19. Outdoor lighting systems in the Commercial/Industrial zone shall be turned off or reduced in lighting by at least 50 percent beginning at 10:00 pm. or close of business, whichever is later, until dawn or the start of business, whichever is sooner. When possible, the lighting system shall be turned off rather than reduced in lighting level. Lighting shall be equipped with controls for photocell on and time off.
- 20. Signage is not approved as part of this project. All service station signage shall be developed in conformance with the zoning ordinance of the Beaumont Municipal Code, Section 17.07.110.D.

- 21. The hours of operation for the gas station, convenience store, carwash and drivethru restaurant shall be a 24-hour operation, 7 days a week.
- 22. Outdoor merchandise displays are not permitted as part of this project.
- 23. No outdoor activities are permitted within the parking area without an approved Temporary Use Permit.
- 24. Outside operations shall be limited to the dispensing of petroleum products, water and air.
- 25. Outdoor storage of motor vehicles is prohibited.
- 26. No vehicles may be parked on sidewalks, parkways, driveways, or alleys.
- 27. No vehicles may be parked on the premises for the purpose of offer for sale.
- 28. Noise from bells or loudspeakers shall not be audible beyond the property line at any time.
- 29. Prior to the issuance of a Certificate of Occupancy, the applicant must complete and submit a hazardous waste generator application and obtain and operate under a hazardous waste generator permit for the County of Riverside Department of Environmental Health.
- 30. Alcohol sales for the convenience store <u>only</u> are included as part of Conditional Use Permit No. 2018-0021, and any future alcohol sales on the project site would be subject to the Beaumont Municipal Code, Section 17.03.120 and will require a Conditional Use Permit.
- 31. Future development beyond the gas station, convenience store, carwash and quick service restaurant proposed as part of PP2018-0119 & CUP2018-0021, shall be required to apply for the appropriate planning entitlement application(s) and provide the required CEQA analysis.

BUILDING DEPARTMENT CONDITIONS

32. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound

levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under Chapter 9 of the Municipal Code, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

- 33. Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
- 34. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 60,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1.
- 35. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.

- 36. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1
- 37. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger, including the proposed canopy structure, shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Beaumont.
- 38. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
- 39. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Ref. CFC 506.1
- 40. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01

POLICE DEPARTMENT

- 41. All exterior lighting on the site shall remain functional and be kept on during all hours of darkness. Exterior lighting shall be sufficient to illuminate the storefront during all hours of darkness. Any proposed outside lighting shall be in compliance with the City's Lighting Ordinance, Chapter 8.50, of the City of Beaumont Municipal Code.
- 42. The address of the business shall be clearly visible from the front of the building and shall be illuminated during hours of darkness.
- 43. There shall be no loitering permitted on the premises. It is the responsibility of the applicant to enforce no loitering.
 - A. Police officers, sheriff's deputies, and ABC investigators are sworn law enforcement officers (peace officers) with powers of arrest. Whether in plainclothes or uniform, peace officers have the legal right to visit and inspect any licensed premises at any time during business hours without a search warrant or probable cause. It is legal and reasonable for licenses to exclude the public from some areas of the premises. However, licensees

cannot and must not deny entry to, resist, delay, obstruct or assault a peace officer (Sections 25616, 25753, and 25755 B&P 148 and 241(b) PC).

- B. Operating Standards, Retail The following requirements apply:
- 44. Post "No Loitering" signs upon written notice from the ABC.
- 45. Remove litter daily from the premises, adjacent sidewalks and parking lots under licensees' control and sweep/clean these areas weekly.
- 46. Remove graffiti from premises and parking lot.
- 47. Have no more than 33% of the windows covered with advertising or signs.
- 48. The digital video surveillance camera system shall be strategically positioned to capture persons and vehicles entering/existing the site. The surveillance system should have the capability of retaining video for a time period of at least 30 days.
- 49. The applicant shall have security cameras operating at all times when the business is operating. Security camera quality, lighting and positioning must be capable of providing facial recognition in key areas in and around the facilities, including the parking lot area, during operational hours. During hours of operation, a staff member shall be present who has the authority to meet law enforcement's request to view and/or copy images captured on video surveillance system. All images must be recorded and retained for at least 30 days. The exact location and quantity of all security cameras shall be subject to approval by the Police Department prior to final occupancy.
- 50. The applicant shall comply with all applicable local, county, state and federal regulations, including the City's Municipal Code and the California Business and Professions Code (B&P).

PUBLIC WORKS

GENERAL

51. The following is a non-inclusive list of items that may be required by the Public Works Department:

A. Plans:

- i. Lot Line Adjustment or other mechanism to realign Desert Lawn
- ii. Record of Survey (RS) to be filed with the County of Riverside
- iii. Street Improvement Plan
- iv. Street Light Plan
- v. Landscape Plan offsite (Privately Maintained)
- vi. Precise Grading Plan
- vii. Erosion Control Plan
- viii. Retaining wall Plan (for line and grade only)
- ix. Sewer Improvement Plan
- x. Sewer Lift Station and Forced Main Plan (if required for development)
- xi. BCVWD Water Improvement Plan
- xii. Storm drain Improvement Plans
- xiii. Traffic Control Plan

B. Reports & Studies:

- i. Geotechnical Report w/ Fault Discussion & Infiltration study & Analysis
- ii. Stormwater Pollution Prevention Plan (SWPPP)
- iii. Final Hydrology and Hydraulics Report
- iv. Final Water Quality Management Plan (F-WQMP)
- v. Offsite Improvement Engineer's Cost Estimate (ECE)
- vi. Grading & Pad Certification
- vii. Compaction Report

C. Permits and agreements:

- Permission to Grade and Construction agreements
- ii. Non-interference letters
- iii. WQMP Covenant and Agreement
- iv. City Grading Permit
- v. City Dirt Haul Permit
- vi. City Encroachment Permit
- vii. Caltrans Encroachment Permit
- viii. Performance Bond

- ix. Labor & Material Bond
- x. Maintenance Bond
- 52. PRIOR TO THE ISSUANCE OF ANY PERMIT: The applicant shall provide non-interference letters or written consent from all companies or agencies with facilities or a public service easement affected by the realignment of Desert Lawn South. Said non-interference letters and written consent shall explicitly state the realignment of Desert Lawn Drive with corresponding limits.
- 53. PRIOR TO THE ISSUANCE OF ANY PERMIT: The Applicant shall provide a letter from a registered California Geologist stating that the mapped fault located on or near the project, is not a hazard to the project or provide a fault study.
- 54. The design of public infrastructure elements shall conform to the City's General Plan, City's Municipal Code, Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification, Caltrans Standard Specifications and the Standard Specifications for Public Works Construction, current edition.
- 55. The design of private site improvements and grading work outside of road right of way shall conform to the latest edition of California Building Code (CBC), City's Municipal Code, City's Standards and practices, and Geotechnical report.
- 56. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.
- 57. Applicant shall coordinate with affected utility companies and property owners and obtain any approval and permits as necessary for the development of this project. All cost shall be the responsibility of the applicant.
 - A. The project is realigning a portion of Desert Lawn South and will need to relocate/ underground several power poles,
 - B. The project is realigning a portion of Desert Lawn South and will need to realign BCVWD facilities, and

- C. The project is realigning a portion of Desert Lawn South and will need to realign any other affected utility.
- D. The project is realigning a portion of Desert Lawn South and will need to provide continuous and appropriate access to the surrounding property owners and businesses to the satisfaction of the City Engineer.
- 58. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.
 - A. Several Easements conflict with proposed development. The applicant shall cause the easements to be vacated or otherwise resolved to the satisfaction of the City Engineer.
- 59. The Applicant shall obtain an Encroachment Permit, as required from the appropriate agency, for all work within the public right-of-way.
- 60. Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).
- 61. The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project, including public improvements; off-site grading & construction; offsite street requirements; offsite sewer requirements; storm drain improvements; or any other requirement or condition.
- 62. The Applicant shall provide all agreements for permission to construction and grade for all applicable offsite areas that currently do not have a recorded easement.

STREET IMPROVEMENTS

- 63. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The applicant shall dedications all right-of-way necessary for the construction of all streets, per separate instrument.
 - A. Desert Lawn South is currently designated as a divided collector. The upcoming General Plan Update does not classify Desert Lawn Drive. Therefore, the applicant is requesting that the street be constructed as a local frontage street consistent with the with the updated General Plan. The approval will be subject to the planning department.
 - B. The Applicant shall verify that the appropriate right-of-way exist and/or the Applicant shall dedicate all additional right-of-way necessary to achieve the required 52-feet full-width right-of-way per Riverside County standard no. 107.
 - C. The Applicant, as part of this development, is requesting to realign Desert Lawn Drive. The Applicant, at its sole expense, shall cause the realignment of Desert Lawn consistent with the development of this project and subject to all applicable laws, codes, and ordinances and shall prepare and perform all mapping and surveying required by the City and County. The applicant is responsible for all issues associated with the realignment of Desert Lawn Drive.
 - D. The right-of-way corner cutback shall be established per RCTD std. 805 as follows: Along a straight line projected from the intersection of the radial line passing through the beginning of the curb return, and the corresponding right-of-way line to the intersection of the radial line, passing through the end of the curb return at the corresponding right-of-way line.
- 64. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The applicant shall provide securities guaranteeing the payment of the cost for all public improvements. The securities shall include Faithful Performance and labor and materials for 100% of the approved Engineer's Cost Estimate (ECE).

- 65. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The applicant shall prepare the Street Improvement plan, Signing and Striping plan, and Street Light Plan in accordance with the City of Beaumont Municipal Code, General Plan, standards; Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification (Ordinance 461); and California M.U.T.C.D.
- 66. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant shall submit a Construction Traffic Management Plan per the California M.U.T.C.D., for review and approval by the City Engineer.
- 67. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant, at its soles expense, shall cause the relocation of all public entities or utilities affected by the development.
- 68. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall replace any sidewalk, curb and gutter, drive approach, AC pavement or other improvement damaged during construction as determined necessary by the City Engineer.
- 69. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): Monuments shall be provided in accordance with Section 8771 of the Business and Professions Code. Crossties shall be set in top of curbs and tie sheets shall be submitted to the Public Works Department.
- 70. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall underground the power poles along the southwest portion of Desert Lawn South and otherwise coincident with this project.

Desert Lawn South (Local Frontage Road 52' R/W)

71. PRIOR TO ISSUANCE OF 1st OCCUPANCY PERMIT (COO): The Applicant shall construct full-width improvements for Desert Lawn, coincident with the project boundary and as necessary to transition to the existing Desert Lawn South alignment and improvements. The improvements shall include:

- A. 6" Curb and Gutter per RCTD std. 200; alignment per RCTD std. 107. Curb height may be increased to mitigate the 10-year storm event, as directed by the City Engineer;
- B. Sidewalks shall be curb-adjacent type per RCTD std. 401, unless otherwise directed by the Planning Department;
- C. Street structural sections shall be designed with a Traffic Index per soils recommendations (5.5 minimum). Soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 4" AC/6" AB. Pavement shall be per Greenbook specifications with a base course of B-PG 64-10-R0 and a final course of C2- PG 64-10-R0.
- D. The Applicant shall design Desert Lawn Drive in agreement with the proposed Intersection Improvements at the I-10 and Oak Valley Parkway interchange.
- 72. PRIOR TO ISSUANCE OF OCCUPANCY PERMIT (COO): The Applicant shall install public streetlights along the project frontage of perimeter streets, or as directed by the City Engineer, in accordance with the City of Beaumont Approved Street Lighting Specifications. The Applicant shall coordinate with Public Works before submitting streetlight plans.
- 73. PRIOR TO ISSUANCE OF OCCUPANCY PERMIT (COO): The applicant shall design and install offsite landscaping and supporting irrigation system. All irrigation and landscaping associated with this project will be privately maintained.

Oak Valley Parkway

- 74. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant shall contribute the appropriate fees to the City's fee program and WRCOG TUMF fees.
- 75. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Oak Valley Parkway and Desert Lawn South, the applicant shall add a northbound left-turn lane, westbound left-turn lane, receiving lane for the

northbound left-turn lane on the west leg, and restripe Oak Valley Parkway in accordance with the approved TIA. Refer to figure 8.1 from preliminary TIA prepared by LSA, dated December 2018 for reference.

76.PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Oak Valley Parkway and Desert Lawn Drive, the applicant shall deposit with the City, a fair share contribution for 6% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to install traffic signals and construct all other necessary improvements to safely and adequately signalize the intersection. The signals shall be estimated based on RCTD Ordinance 461 Specifications.

GRADING AND DRAINAGE

- 77. PRIOR TO GRADING PERMIT: The applicant shall provide an easement to, over and across all private water quality, stormwater and drainage basins, to be dedicated to the City, for ingress, egress and right to inspect unless otherwise directed by the City Engineer. The City will not maintain any basin.
- 78. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall prepare the grading plans in accordance with the City of Beaumont Municipal Code, General Plan, Specific Plan, and standards; California Building Code (current edition); and recommendations of a soil engineer.
- 79. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.
- 80. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have

been accepted by Public Works Department or construction is complete, whichever is later.

- 81.PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.
- 82.PRIOR TO ISSUANCE OF GRADING PERMIT: As part of the Grading Plan Submittal Application, the Applicant shall submit for review and approval, a Final Drainage Report. The Final Drainage Report be in substantial conformance with the approved preliminary drainage report. The project shall:
 - A. Follow the general guidelines set forth by Riverside County Flood Control and Water Conservation District's (RCFC&WCD) Hydrology Manual.
 - B. Design all conveyances to handle the peak flow from a 100-year event.
 - C. Examine the 10-year and 100-year storm events utilizing the RCFC&WCD rational method. The 10-year storm flow shall not exceed the top of curb depth. 100-year storm flow shall not exceed the right-of-way line. If the 10-year storm flow exceeds the top of curb depth, underground storm drain facilities will be required;
 - D. Examine the 2, 10 and 100-year storm frequencies in combination with the 1,3,6 and 24-hour storm durations utilizing the RCFC&WCD synthetic unit hydrograph method;
 - E. Mitigate for increased runoff by directing drainage to a downstream facility that has sufficient capacity or mitigate the increased runoff onsite and/or as otherwise required by the City Engineer.
- 83. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a grading plan.

- 84.PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY (COO): The Applicant shall provide adequate provisions to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase damage, hazard, or liability to adjacent or downstream properties.
- 85. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall design the infiltration basin per the Riverside Flood Control District, LID manual and include the following:
 - A. An access road that allows easy access to the bottom of the basin for maintenance;
 - B. An emergency overflow weir or spillway;
 - C. Drain within 72 hours or otherwise comply with relevant standards for vector control. If the 72-hour limit cannot be reached, the applicant shall implement other features to meet the requirement. This may include dry-wells, underdrain, larger surface area, etc as approved by the City Engineer;
 - D. Security fencing along the perimeter of the basin w/ appropriate signage;
 - E. Fire Department Rapid Entry System;
 - F. Access from public right-of-way.
 - G. A concrete forebay system.
- 86. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City of Beaumont and to any governing Federal agency for review and approval, all necessary calculations.
- 87. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a soils/ geology report.

- 88.PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, an Erosion Control Plan that addresses Site Construction BMPs.
- 89. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a Final WQMP (F-WQMP). The F-WQMP shall be in substantial conformance with the approved preliminary Project-Specific WQMP and the document "Water Quality Management Plan A Guidance Document for the Santa Ana Region of Riverside County," dated October 2012 (Guidance Document)
- 90.PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall record a "Covenant and Agreement" with the County Recorder, or other instrument acceptable to the City, to inform future property owners of the requirement to implement the approved project-specific WQMP.
- 91.PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall obtain all permits and approvals from all regulatory agencies with jurisdiction over any portion of this project. Potentially including, but not limited to: Riverside County Flood Control, State Department of Fish and Game, State Water Resource Control Board and US Army Corps of Engineers.
- 92. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.
- 93. CONCURRENT WITH GRADING OPERATIONS: The Applicant shall construct temporary drainage facilities and erosion control measures to minimize erosion and silt deposition.

- 94. PRIOR TO FOUNDATION TRENCHING: The applicant shall submit a soil compaction report to the City for review and approval.
- 95. PRIOR TO OBTAINING ANY BUILDING PERMIT: The applicant shall submit pad certifications letters and pad compaction reports to the City for review and Approval.

STORM DRAIN IMPROVEMENTS

- 96. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The applicant shall design the storm drain system and facilities in accordance with Beaumont Municipal Code, General Plan, Specific Plan, and Standards; the Riverside County Flood Control District standards; hydrology manual; and Low Impact Development (LID) BMP Design Handbook.
- 97. PRIOR TO ISSUANCE OF GRADING PERMIT: All storm drains, catch basins, and storm water structures shall be provided with trash capture devices that conform with the approved trash capture list issued by the State Water Board.
- 98. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the project so that the stormwater generated within the development shall be captured into appropriate drainage facilities. The stormwater shall be treated per the requirements of the approved P-WQMP.
- 99. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall construct all storm drain facilities to accommodate the Hydrologic, WQMP and Hydraulic Conditions of Concerns (HCOC) requirements.

SEWER IMPROVEMENTS

- 100. PRIOR TO IMPROVEMENT PLAN APPROVAL: The applicant shall ensure that the downstream sewer facilities have sufficient capacity.
- 101. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The sanitary sewer system shall be designed and constructed to collect and convey sewage to the City's Wastewater Treatment Plant in accordance with the Master

Sewer Plan, Beaumont Municipal Code, Eastern Municipal Water District (EMWD), and Health Department requirements.

- 102. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall design and construct the sewer network necessary for the complete operation of the sewer system.
- 103. PRIOR TO CONNECTING TO A PUBLIC SEWERAGE SYSTEM: The applicant shall pay all applicable sewer connection fees including the "Sewage Disposal Facility Fee".

WATER IMPROVEMENTS

- 104. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall be responsible for obtaining potable water for the development.
- 105. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall comply with the requirements of the Beaumont-Cherry Valley Water District.
- 106. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure all fire hydrants; air vacs and other above ground water facilities are placed outside of sidewalk areas. Water meter boxes and vaults, valve covers, etc. may be placed within sidewalks or paved areas provided such devices are set flush with the finished surfaces and are properly rated for chosen locations as approved by the City Engineer.
- 107. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure that water line locations follow the State Department of Health requirements for water line and sewer line separations both horizontally and vertically. If pertinent conditions do not allow for the required separations horizontally and vertically, the proposed separations shall be submitted to the City Engineer for review and approval.

MITIGATION MEASURES

108. BIO-1 Burrowing Owl.

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

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

109. BIO-2 Nesting Birds Avoidance.

To avoid disturbance of nesting and special-status birds, including species protected by the MBTA and CFGC, activities related to the project, including but not limited to vegetation removal, ground disturbance, and construction and demolition, shall occur outside of the bird breeding season (February 1 through August 31), if feasible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three (3) days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer around the project boundary. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California communities. If nests are found, an

avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

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

110. CUL-1 Unanticipated Discovery of Prehistoric and Archaeological Resources.

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

111. CUL-2 Unanticipated Discovery of Human Remains.

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

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

112. GEO-1 Collapsible Soils.

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

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

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

113. T-1 Desert Lawn Drive/Oak Valley Parkway.

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

114. T-2 Desert Lawn South/Oak Valley Parkway.

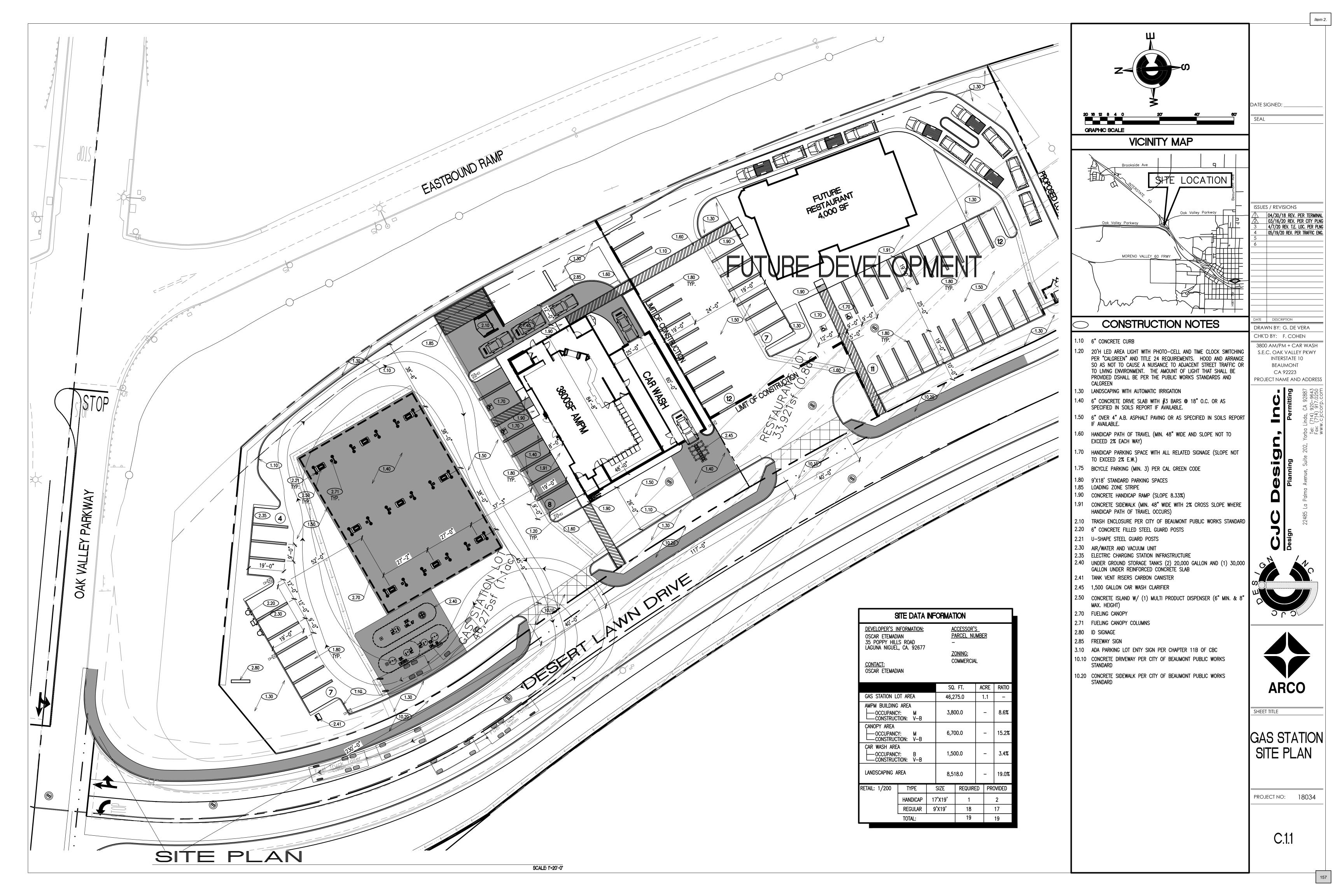
The project applicant shall be responsible for the cost, construction, and installation of adding a northbound left-turn lane, a westbound left-turn lane, and a receiving lane for the northbound left-turn lane on the west leg of Desert Lawn South/Oak Valley Parkway.

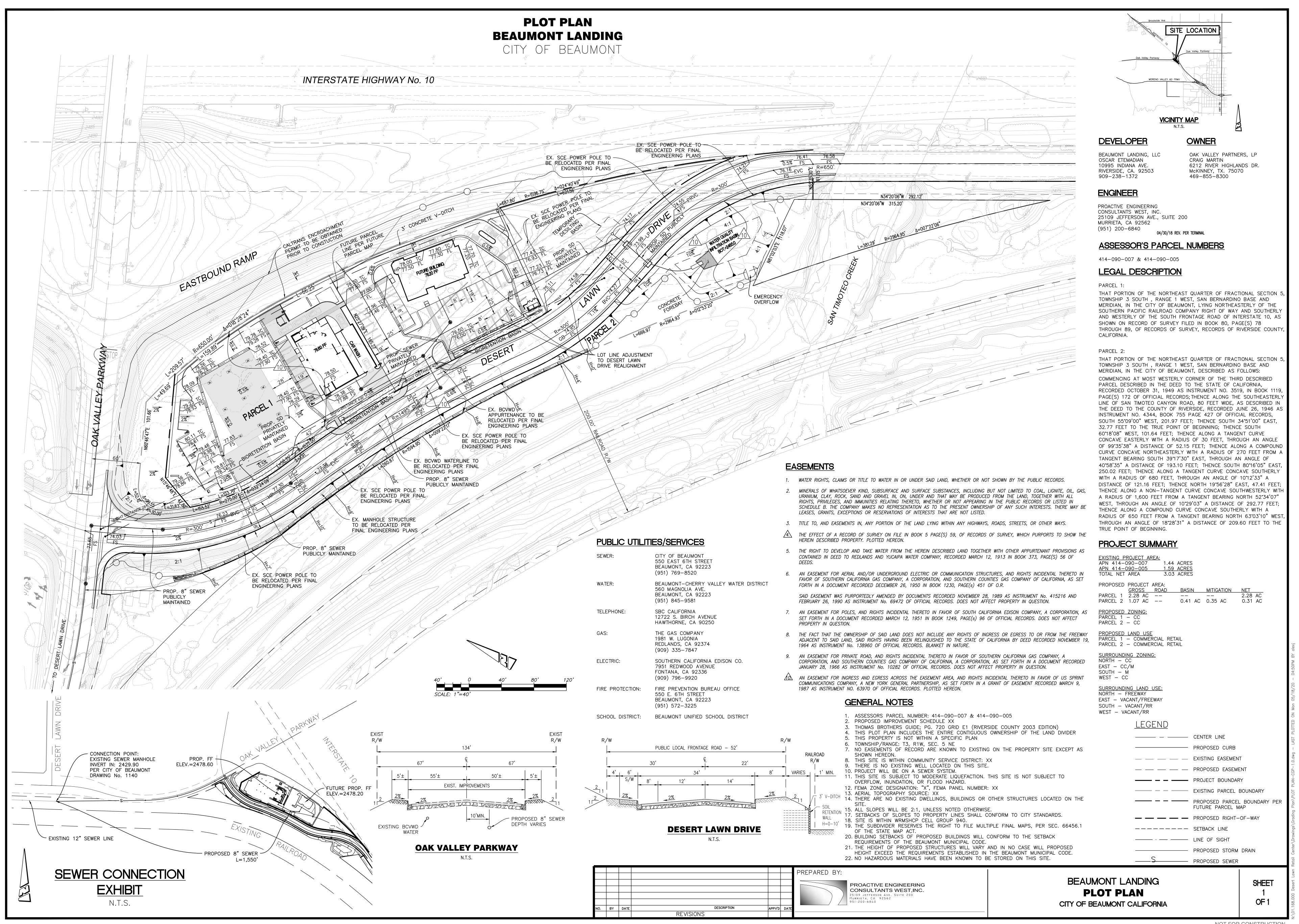
115. TCR-1 Unanticipated Discovery of Tribal Cultural Resources.

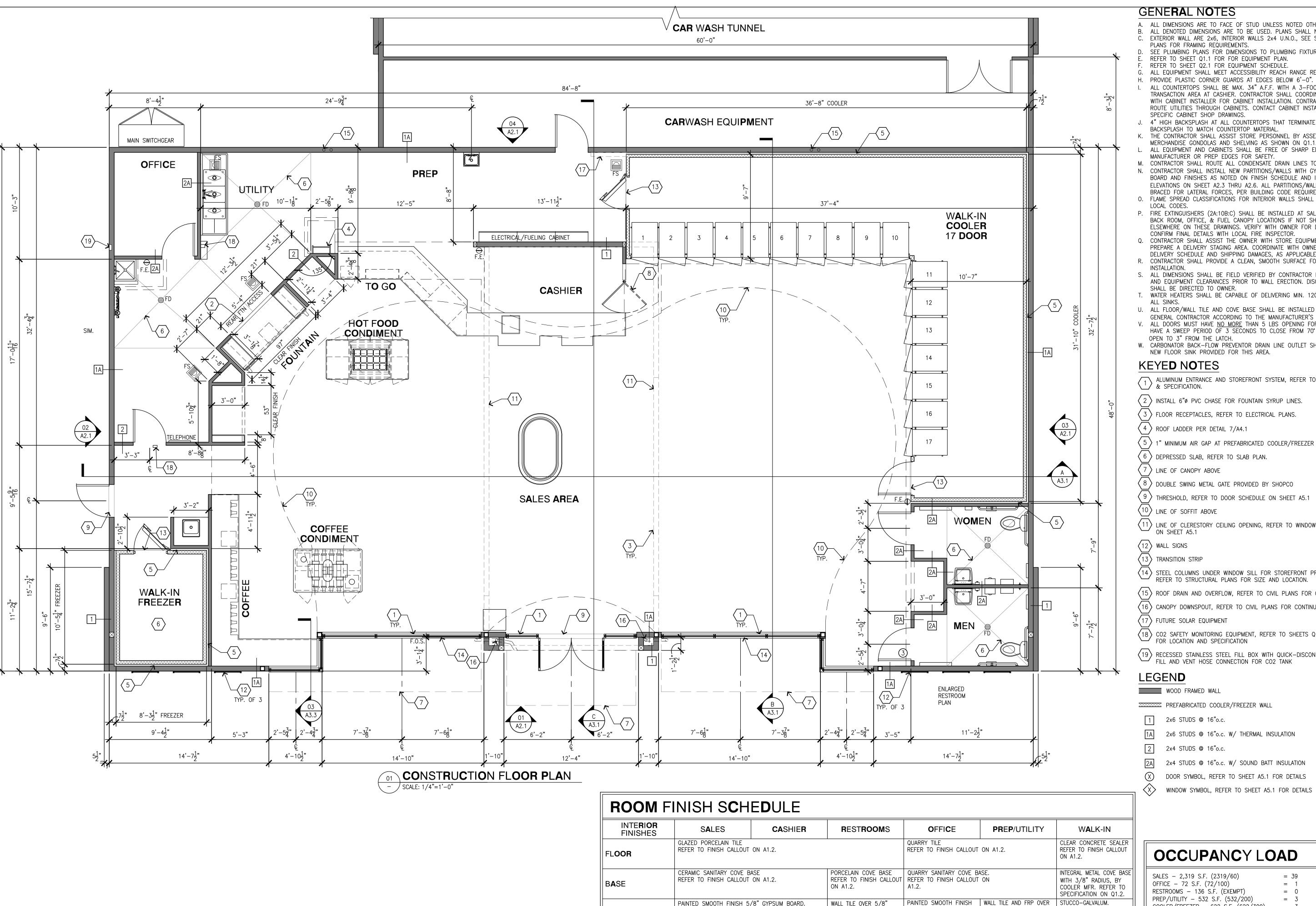
A qualified archaeologist shall be present during ground-disturbing activities associated with project construction, in order to identify any unanticipated discovery of tribal cultural resources. In the event that archaeological resources of Native American origin are identified during project construction,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

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

End of Conditions







GENERAL NOTES

A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE. B. ALL DENOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.

C. EXTERIOR WALL ARE 2x6, INTERIOR WALLS 2x4 U.N.O., SEE STRUCTURAL PLANS FOR FRAMING REQUIREMENTS. D. SEE PLUMBING PLANS FOR DIMENSIONS TO PLUMBING FIXTURES

REFER TO SHEET Q1.1 FOR FOR EQUIPMENT PLAN. REFER TO SHEET Q2.1 FOR EQUIPMENT SCHEDULE. G. ALL EQUIPMENT SHALL MEET ACCESSIBILITY REACH RANGE REQUIREMENTS.

ALL COUNTERTOPS SHALL BE MAX. 34" A.F.F. WITH A 3-FOOT WIDE TRANSACTION AREA AT CASHIER. CONTRACTOR SHALL COORDINATE WORK WITH CABINET INSTALLER FOR CABINET INSTALLATION. CONTRACTOR TO ROUTE UTILITIES THROUGH CABINETS. CONTACT CABINET INSTALLER FOR SITE SPECIFIC CABINET SHOP DRAWINGS.

J. 4" HIGH BACKSPLASH AT ALL COUNTERTOPS THAT TERMINATE AT WALL. BACKSPLASH TO MATCH COUNTERTOP MATERIAL.

K. THE CONTRACTOR SHALL ASSIST STORE PERSONNEL BY ASSEMBLING

MERCHANDISE GONDOLAS AND SHELVING AS SHOWN ON Q1.1. ALL EQUIPMENT AND CABINETS SHALL BE FREE OF SHARP EDGES. CONTACT MANUFACTURER OR PREP EDGES FOR SAFETY.

M. CONTRACTOR SHALL ROUTE ALL CONDENSATE DRAIN LINES TO FLOOR SINKS. N. CONTRACTOR SHALL INSTALL NEW PARTITIONS/WALLS WITH GYPSUM WALL BOARD AND FINISHES AS NOTED ON FINISH SCHEDULE AND INTERIOR ELEVATIONS ON SHEET A2.3 THRU A2.6. ALL PARTITIONS/WALLS SHALL BE

BRACED FOR LATERAL FORCES, PER BUILDING CODE REQUIREMENTS. O. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH

P. FIRE EXTINGUISHERS (2A:10B:C) SHALL BE INSTALLED AT SALES COUNTER, BACK ROOM. OFFICE. & FUEL CANOPY LOCATIONS IF NOT SHOWN ELSEWHERE ON THESE DRAWINGS. VERIFY WITH OWNER FOR DETAILS,

Q. CONTRACTOR SHALL ASSIST THE OWNER WITH STORE EQUIPMENT TO PREPARE A DELIVERY STAGING AREA. COORDINATE WITH OWNER FOR THE DELIVERY SCHEDULE AND SHIPPING DAMAGES, AS APPLICABLE.

R. CONTRACTOR SHALL PROVIDE A CLEAN, SMOOTH SURFACE FOR GRAPHICS S. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY CONTRACTOR FROM CABINET

AND EQUIPMENT CLEARANCES PRIOR TO WALL ERECTION. DISCREPANCIES SHALL BE DIRECTED TO OWNER. T. WATER HEATERS SHALL BE CAPABLE OF DELIVERING MIN. 120° WATER TO

U. ALL FLOOR/WALL TILE AND COVE BASE SHALL BE INSTALLED BY THE GENERAL CONTRACTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.

V. ALL DOORS MUST HAVE <u>NO MORE</u> THAN 5 LBS OPENING FORCE AND MUST HAVE A SWEEP PERIOD OF 3 SECONDS TO CLOSE FROM 70° OPEN TO 3" FROM THE LATCH.

W. CARBONATOR BACK-FLOW PREVENTOR DRAIN LINE OUTLET SHALL BE TO NEW FLOOR SINK PROVIDED FOR THIS AREA.

KEYED NOTES

1 ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 & SPECIFICATION.

 $\langle 2 \rangle$ INSTALL 6"ø PVC CHASE FOR FOUNTAIN SYRUP LINES.

4 ROOF LADDER PER DETAIL 7/A4.1

(5) 1" MINIMUM AIR GAP AT PREFABRICATED COOLER/FREEZER

 \langle 6 \rangle DEPRESSED SLAB, REFER TO SLAB PLAN.

7 LINE OF CANOPY ABOVE

 $\langle 8 \rangle$ double swing metal gate provided by shopco

 \langle 9 \rangle THRESHOLD, REFER TO DOOR SCHEDULE ON SHEET A5.1

 $\langle 10 \rangle$ line of soffit above

LINE OF CLERESTORY CEILING OPENING, REFER TO WINDOW SCHEDULE ON SHEET A5.1

(12) WALL SIGNS

(13) TRANSITION STRIP

(14) STEEL COLUMNS UNDER WINDOW SILL FOR STOREFRONT PROTECTION, REFER TO STRUCTURAL PLANS FOR SIZE AND LOCATION.

(15) ROOF DRAIN AND OVERFLOW, REFER TO CIVIL PLANS FOR CONTINUATION

 $\langle 16 \rangle$ canopy downspout, refer to civil plans for continuation

(17) FUTURE SOLAR EQUIPMENT

 $\langle 18
angle$ CO2 SAFETY MONITORING EQUIPMENT, REFER TO SHEETS Q1.1 AND Q2.1 FOR LOCATION AND SPECIFICATION

RECESSED STAINLESS STEEL FILL BOX WITH QUICK-DISCONNECT MALE FILL AND VENT HOSE CONNECTION FOR CO2 TANK

5/8" WATER RESISTANT BY COOLER MFR.

CALLOUT ON A2.5.

REFER TO CALLOUT ON

GYPSUM BOARD. REFER TO REFER TO SPECIFICATION

ON Q1.2.

BY COOLER MFR.

Q1.2 AND A1.3.

REFER TO CALLOUT ON

WATER RESISTANT GYPSUM 5/8" GYPSUM BOARD.

PAINTED PLYWOOD AND PAINTED SMOOTH FINISH PAINTED SMOOTH FINISH PAINTED SMOOTH FINISH WASHABLE SUSPENDED STUCCO-GALVALUM.

GYPSUM BOARD. REFER REFER TO CALLOUT ON

BOARD. REFER TO

TO CALLOUT ON A1.3.

CALLOUT ON A2.6.

REFER TO CALLOUT ON

5/8" WATER RESISTANT 5/8" GYPSUM BOARD. WHITE CEILING TILE

SHEET A2.6.

REFER TO CALLOUT ON SHEET A2.3 - A2.6.

REFER TO CALLOUT ON A2.3 & A2.4. SOFFIT PAINTED

SMOOTH FINISH 5/8" WATER RESISTANT GYPSUM

BOARD. REFER TO CALLOUT ON A1.3.

OPEN WEB TRUSSES.

REFER TO CALLOUT ON

FASCIA PAINTED SMOOTH FINISH 1/2" GYPSUM BOARD. NOT APPLICABLE

5/8" GYPSUM BOARD.

REFER TO CALLOUT ON

WALLS

CEILING

FASCIA/SOFFIT

WOOD FRAMED WALL

PREFABRICATED COOLER/FREEZER WALL

1 2x6 STUDS @ 16"o.c.

1A 2x6 STUDS @ 16"o.c. W/ THERMAL INSULATION

2x4 STUDS @ 16"o.c.

2x4 STUDS @ 16"o.c. W/ SOUND BATT INSULATION

X DOOR SYMBOL, REFER TO SHEET A5.1 FOR DETAILS

WINDOW SYMBOL, REFER TO SHEET A5.1 FOR DETAILS

OCCUPANCY LOAD

SALES - 2,319 S.F. (2319/60) OFFICE - 72 S.F. (72/100) RESTROOMS - 136 S.F. (EXEMPT) PREP/UTILITY - 532 S.F. (532/200) = 3

COOLER/FREEZER - 622 S.F. (622/300)

TOTAL (NET): 3,681 S.F. = 46 OCCUPANTS TOTAL (GROSS): 3,799 S.F.

*COOLER IS A NON OCCUPIABLE SPACE PER SECTION 202 DEFINITION OF AN OCCUPIABLE SPACE.

= 1

= 0

= 3

EXITS REQUIRED: 2 EXITS PROVIDED: 2 DATE SIGNED: _ SEAL

Item 2.

ISSUES / REVISIONS

DATE DESCRIPTION DRAWN BY: G. DE VERA CHK'D BY: F. COHEN

3800 AM/PM + CAR WASH S.E.C. OAK VALLEY PKWY INTERSTATE 10 BEAUMONT CA 92223 PROJECT NAME AND ADDRESS

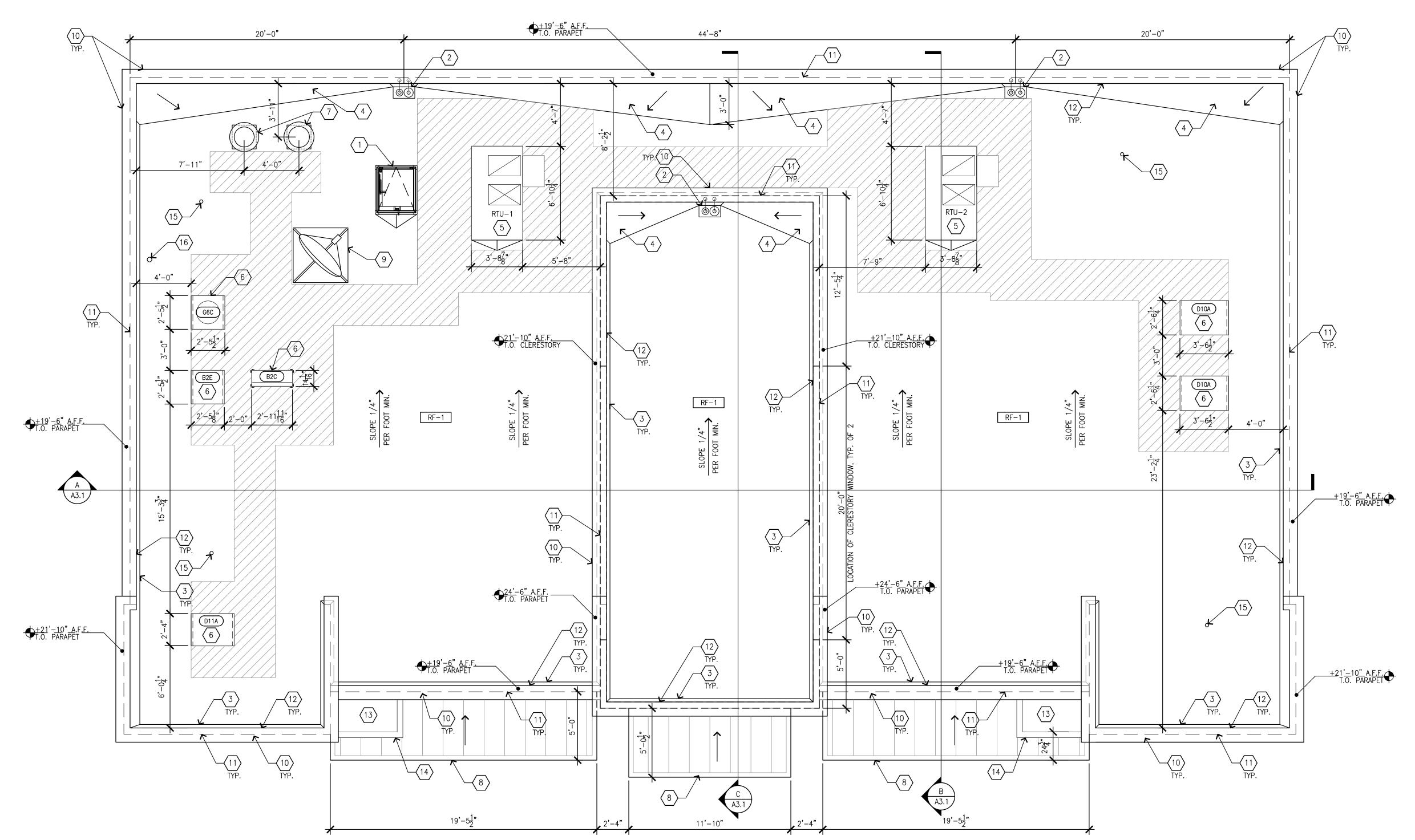




SHEET TITLE

FLOOR PLAN

PROJECT NO: 18034



01 **ROOF PLAN**- SCALE: 1/4"=1'-0"

GENE**RA**L N**O**TES

- A. REFER TO SPECIFICATION SHEETS A7.3 & A7.4 FOR ROOF SYSTEM, INCLUDING GUARANTEES, CURBS, FLASHING, AND ECT.
- B. REFER TO ROOFING MANUFACTURERS WRITTEN INSTRUCTIONS AND DETAILS FOR ROOFING SYSTEM INSTALLATION. CONTRACTOR TO PROVIDE COMPLETE ROOFING PACKAGE PER MANUFACTURERS RECOMMENDATIONS.
- C. ROOF ASSEMBLY SHALL COMPLY WITH U.L. I—90 AND FM CLASS "B"
 RATINGS INCLUDING COPING, FLASHING, PARAPET WALL, AND ROOF
- D. DO NOT STOCKPILE EQUIPMENT OR MATERIALS ON THE ROOF STRUCTURE, UNLESS APPROVED IN WRITING BY THE ARCHITECT,
- STRUCTURAL ENGINEER, AND THE TRUSS MANUFACTURER.

 E. FOR EQUIPMENT COMPRESSOR & CONDENSER REFER TO EQUIPMENT PLAN ON SHEET Q1.1 AND EQUIPMENT SCHEDULE ON SHEET Q2.1.
- F. GENERAL CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION PERIMETER GUARDRAIL TO COMPLY WITH CODE OF FEDERAL REGULATIONS 29 CFT 1926, SUBPART M (OSCA), GUARDRAIL TO BE 42" HEIGHT AND BE ABLE TO WITHSTAND 200 POUNDS AT TOP EDGE.
- H. REFER TO MECHANICAL PLANS FOR VENT PIPE PENETRATION AND CURB DETAILS. ALL ROOF PENETRATIONS SHALL BE THROUGH THE CURBS, UNLESS NOTED OTHERWISE.
- I. PARAPET ADJACENT TO MECHANICAL EQUIPMENT / ROOF ACCESS TO BE MINIMUM 42" HIGH WHEN WITHIN 10 FEET OF ROOF EDGE.

KEYE**D** N**O**TES

- 1) ROOF HATCH PER DETAIL 7/A4.1
- 2 ROOF DRAIN AND OVERFLOW
- CANT STRIP PER DETAIL 8/A4.1
- 4 TAPERED INSULATION CRICKET
- 5 ROOFTOP UNIT, REFER TO MECHANICAL PLANS.
- 6 CONDENSER, REFER TO EQUIPMENT AND ELECTRICAL PLAN
- 7 EXHAUST FAN, REFER TO MECHANICAL PLANS
- 8 STEEL CANOPY BELOW, REFER TO SHEET A1.3 FOR DOWNSPOUT LOCATION
- 9 SATELLITE ON BALLASTED CURB
- (10) SHOP FORMED PRE-FINISHED METAL COPING, REFER TO DETAIL 1/A4.1
- (11) FACE OF EXTERIOR WALL BELOW
- (12) FACE OF PARAPET WALL
- (13) METAL LID FLASHING
- STEEL CANOPY GUTTER, REFER TO SHEET A1.3 FOR DOWNSPOUT LOCATION
- 15 ROOF JACK, REFER TO MECHANICAL PLANS.
- (16) GAS WATER HEATER FLUE, REFER TO MECHANICAL PLANS.

ROOFING

RF-1 TPO ROOFING MEMBRANE WITH PROTECTION BOARD AND RIGID INSULATION.
REFER TO SPECIFICATIONS

EQUIPMENT MAINTENANCE PATH

DATE SIGNED: _____

ISSUES / REVISIONS

3
4
5
6

DATE DESCRIPTION

DRAWN BY: G. DE VERA

CHK'D BY: F. COHEN

3800 AM/PM + CAR WASH S.E.C. OAK VALLEY PKWY INTERSTATE 10 BEAUMONT CA 92223

BEAUMONT
CA 92223
PROJECT NAME AND ADDRESS

Permitting
ite 202, Yorba Linda, CA 92887
Tel: (714) 920-9643
Fax: (714) 917.0250
www.cjccorp.corr

Planning
Plan Avenue, Suite 202, Y

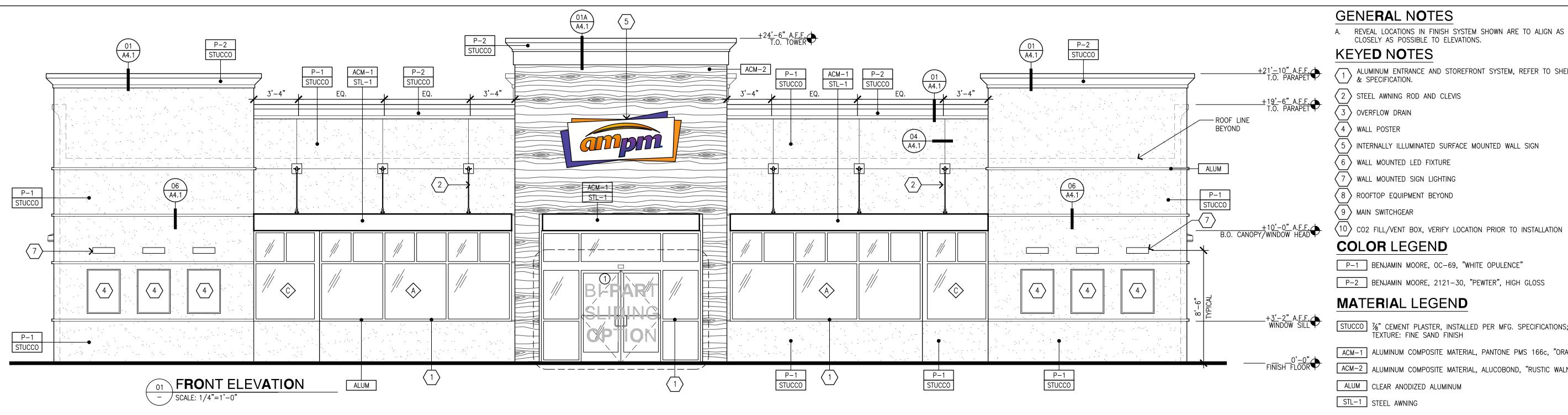


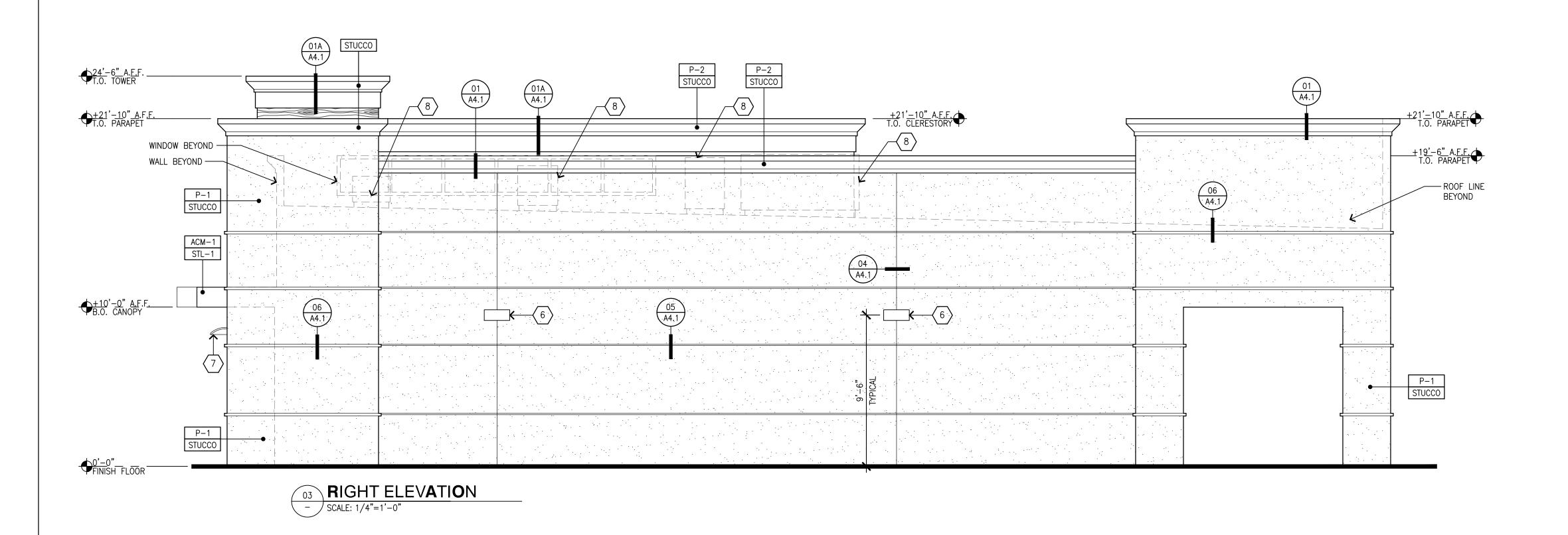
SHEET TITLE

ROOF PLAN

PROJECT NO: 18034

A1.4





P-2

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYE**D** N**O**TES

- ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 & SPECIFICATION.
- $\langle 2 \rangle$ STEEL AWNING ROD AND CLEVIS
- 3 > OVERFLOW DRAIN
- 4 WALL POSTER
- (5) INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
- $\langle 6 \rangle$ WALL MOUNTED LED FIXTURE
- 7 > WALL MOUNTED SIGN LIGHTING
- (8) ROOFTOP EQUIPMENT BEYOND

COLOR LEGEND

P-1 BENJAMIN MOORE, OC-69, "WHITE OPULENCE"

P-2 BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

MATERIAL LEGEND

STUCCO 7/8" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"

ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"

ALUM CLEAR ANODIZED ALUMINUM

STL-1 STEEL AWNING

ISSUES / REVISIONS

DATE SIGNED: _

SEAL

Item 2.

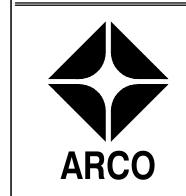
DATE DESCRIPTION DRAWN BY: G. DE VERA

CHK'D BY: F. COHEN 3800 AM/PM + CAR WASH AT 1. OAK VALLEY PKWY INTERSTATE 10

BEAUMONT CA 92223 PROJECT NAME AND ADDRESS

D E

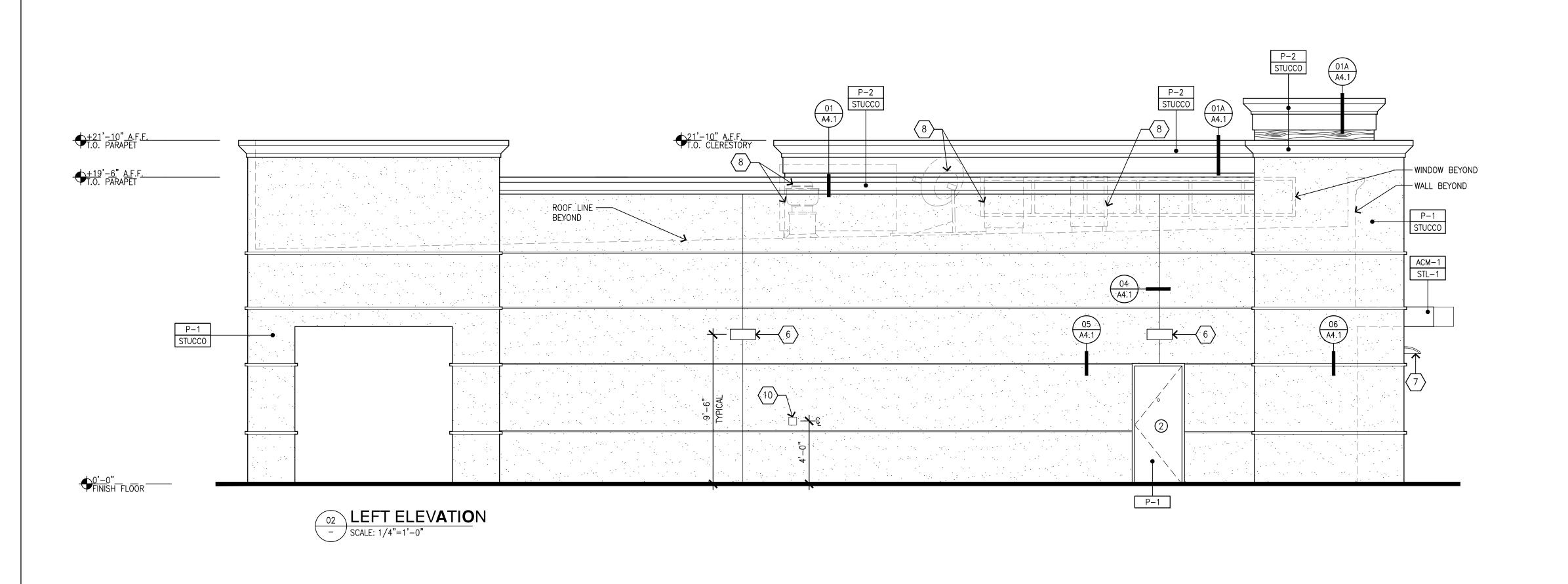




SHEET TITLE

ELEV**A**TI**O**NS

PROJECT NO: 18034





A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYE**D** NOTES

ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 & SPECIFICATION.

2 STEEL AWNING ROD AND CLEVIS

3 OVERFLOW DRAIN

4 WALL POSTER

5 INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN

6 WALL MOUNTED LED FIXTURE

 $\langle 7 \rangle$ WALL MOUNTED SIGN LIGHTING (8) ROOFTOP EQUIPMENT BEYOND

(9) MAIN SWITCHGEAR

(10) CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION

COLOR LEGEND

P-1 BENJAMIN MOORE, OC-69, "WHITE OPULENCE"

P-2 BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

MATERIAL LEGEND

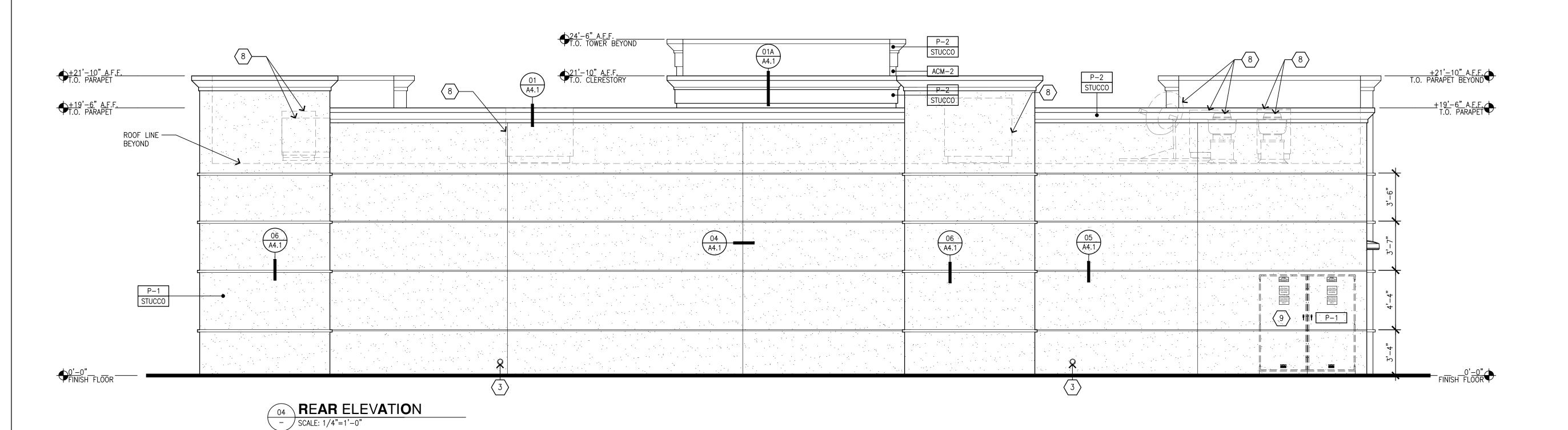
STUCCO %" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"

ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"

ALUM CLEAR ANODIZED ALUMINUM

STL-1 STEEL AWNING



DATE SIGNED: _

SEAL

Item 2.

ISSUES / REVISIONS

DATE DESCRIPTION DRAWN BY: G. DE VERA

CHK'D BY: F. COHEN 3800 AM/PM + CAR WASH S.E.C. OAK VALLEY PKWY INTERSTATE 10

BEAUMONT CA 92223 PROJECT NAME AND ADDRESS

D E

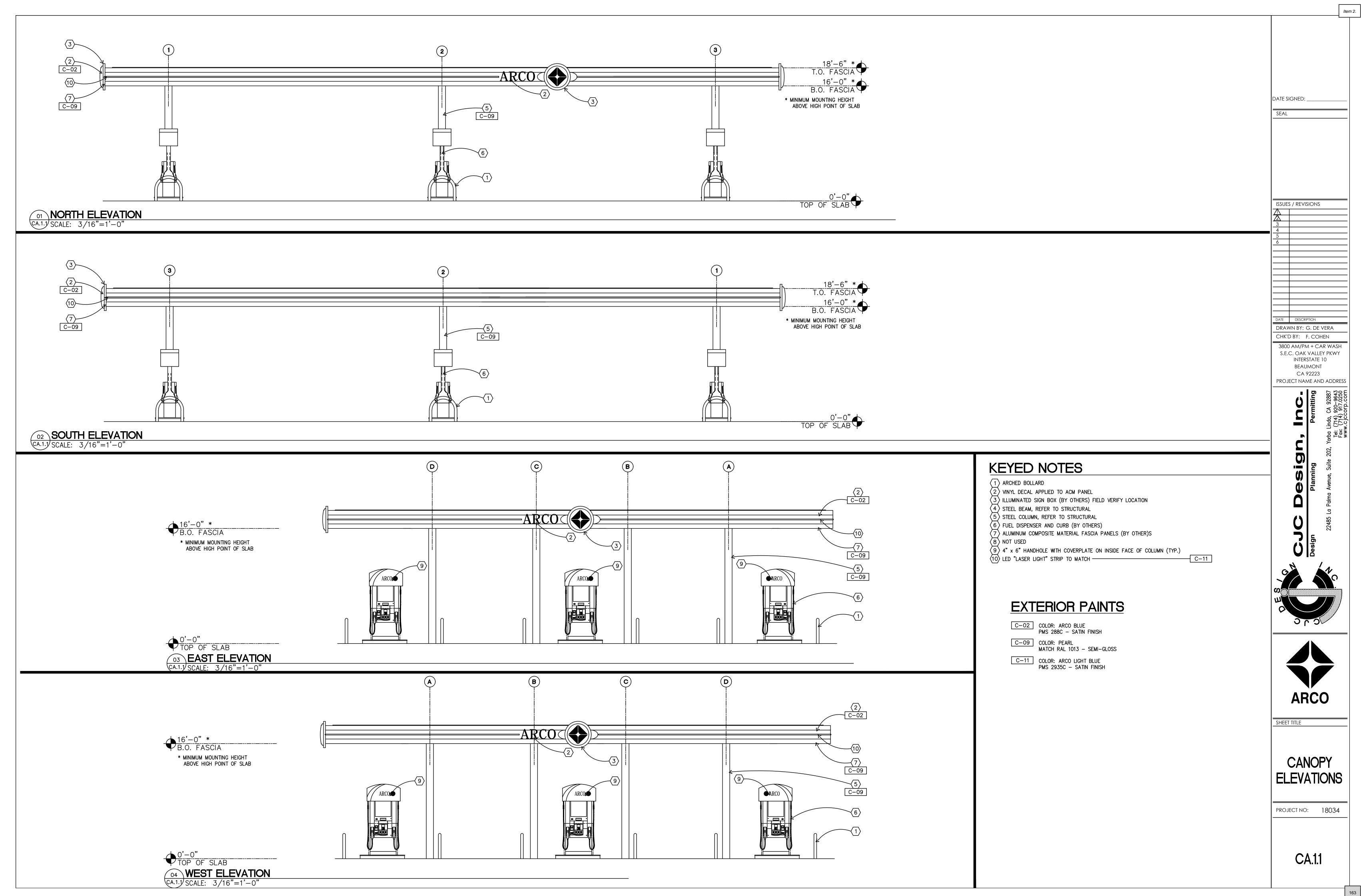


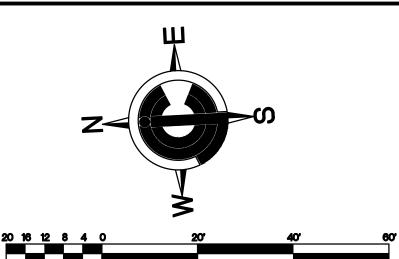
SHEET TITLE

ELEV**A**TI**O**NS

PROJECT NO: 18034

A2.2





DATE SIGNED: _

KEY	KEY BOTANICAL NAMES COMMON NAMES WULCOS SIZE SPACING							
	OLEA EUROPEA 'SWAN HILL'	FRUITLESS OLIVE	LOW	24" BOX	30' O.C.			
	LAURS NOBILIS 'SARATOGA'	BAY LAUREL	LOW	24" BOX	20' O.C.	ISSUES / REVISIONS 03/16/20 REV. PER CITY PLNG		
	CERCIDIUM X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	LOW	24" BOX	30' O.C.	6		
SHRUBS					·			
*	HETEROMELES ARBUTIFOLIA	TOYON	LOW	5 GALLON	5' O.C.			
\bigcirc	LEUCOPHYLLUM FRUTESCENS 'GR. CLOUD'	TEXAS RANGER	LOW	5 GALLON	5' O.C.	DATE DESCRIPTION DRAWN BY: G. DE VERA		
\otimes	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	LOW	5 GALLON	3' O.C.	CHK'D BY: F. COHEN 3800 AM/PM + CAR WASH S.E.C. OAK VALLEY PKWY		
\bigcirc	HESPERALOE PARVIFLORA	RED YUCCA	LOW	5 GALLON	3' O.C.	INTERSTATE 10 BEAUMONT CA 92223		
GROUND COVER				1	I	PROJECT NAME AND ADDRESS		
•	WESTRINGIA FRUTICOSA 'MUNDI'	MUNDI WESTRINGIA	LOW	5 GALLON	5' O.C.	Permitting Yorba Linda, CA 92887 Tel: (714) 920–9643 Fax: (714) 917.0250 www.cjccorp.com		
	DIANELLA 'CASA BLUE' 'LITTLE JOHN'	BLUE DIANELLA	LOW	1 GALLON	3' O.C.	Per Per (714) 9 ww.cjcco		
	ROSMARINUS OFFICINALIS 'PROSTRATUS'	PROSTRATE ROSEMARY	LOW	1 GALLON	3' O.C.	202, Yorbo		
	MACFADYENA UNGUIS-CATI 'PROSTRATUS'	CAT'S CLAW	LOW	5 GALLON	10' O.C.	Suite 2		

GRAPHIC SCALE

PLANTING NOTES

- A. PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, THE WIDTH TWICE THE DIAMETER OF THE ROOTBALL AND 6" DEEPER THAN THE LENGTH OF THE ROOTBALL EACH PLANT PIT SHALL BE BACKFILLED WITH THE FOLLOWING PREPARED SOIL MIX: 2 PARTS NITROLIZED REDWOOD SHAVINGS 1 PART 'NITROHUMUS' 3 PARTS EXCAVATED SOIL 21 GRAM 'AGRIFORM' PLANTING TABLET
- PLANTING TABLETS SHALL BE APPLIED AS FOLLOWS:

 1 TABLET PER 1 GALLON SIZE PLANT

 2 TABLETS PER 5 GALLON SIZE PLANT

 3 TABLETS PER 15 GALLON SIZE PLANT
- B. PREPARED SOIL SHALL BE TAMPED FIRMLY AT BOTTOM OF PLANT PIT. FILL PREPARED SOIL AROUND BALL OF PLANT 1/2 WAY AND INSERT PLANT TABLETS. COMPLETE BACKFILLING AND WATER IN THOROUGHLY.
- C. TURF AREAS SHALL BE ROTOTILLED 3" DEEP WITH AFTER ROTOTILL SOIL SHALL BE GRADED SMOOTH

ALL SHRUB AND GROUNDCOVER AREAS TO RECEIVE 3" DEPTH SHREDDED BARK MULCH. SUBMIT SAMPLE TO CITY INSPECTOR FOR APPROVAL PRIOR TO INSTALLATION CONTRACTOR TO CONDUCT THEIR OWN PLANT MATERIAL QUANTITY TAKEOFFS CONTRACTOR TO CONDUCT AGRONOMIC SOIL TEST REPORT AND CONVEY RESULTS TO OWNER. TO BE PROVIDED WITH CONSTRUCTION DOCUMENTS SUBMITTAL.

TREE SHADING LEGEND:

PARKING AREA SHADED BY TREES

SHADING SUMMARY (ALL SHEETS)

TOTAL PARKING AREA: 3,2
EXCLUDES DRIVE AISLES AND FUELING CANOPY AREA 30% SHADING REQUIRE FOR UNCOVERED AREAS: 975 S.F. PARKING AREA SHADED BY TREES: 42% OF UNCOVERED PARKING

TREE SIZE SHOWN AT 10 YEARS MATURITY

SHADING NOTES

(1) 19' PARKING SPACE PER CITY MINIMUM REQUIREMENTS

**IRRIGATION CONCEPT: DRIP IRRIGATION WITH SINGLE HYDROZONE

LARGER PLANT MATERIAL WILL BE GIVEN ONE (1) TABLET PER 1/2 " DIAMETER OF TRUNK CALIPER

3 CUBIC YARDS NITROLIZED REDWOOD SHAVINGS PER 100 SQ FT



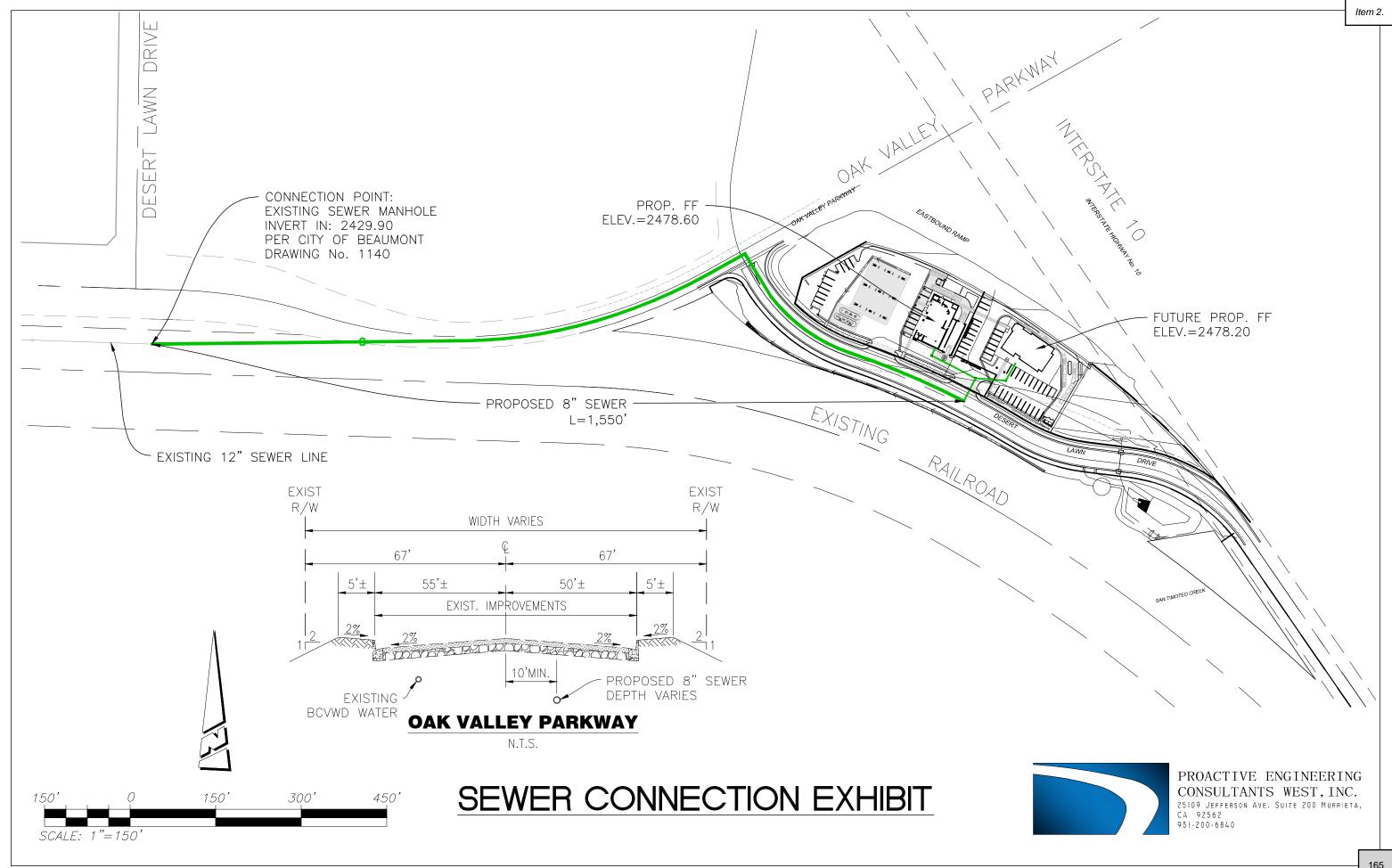
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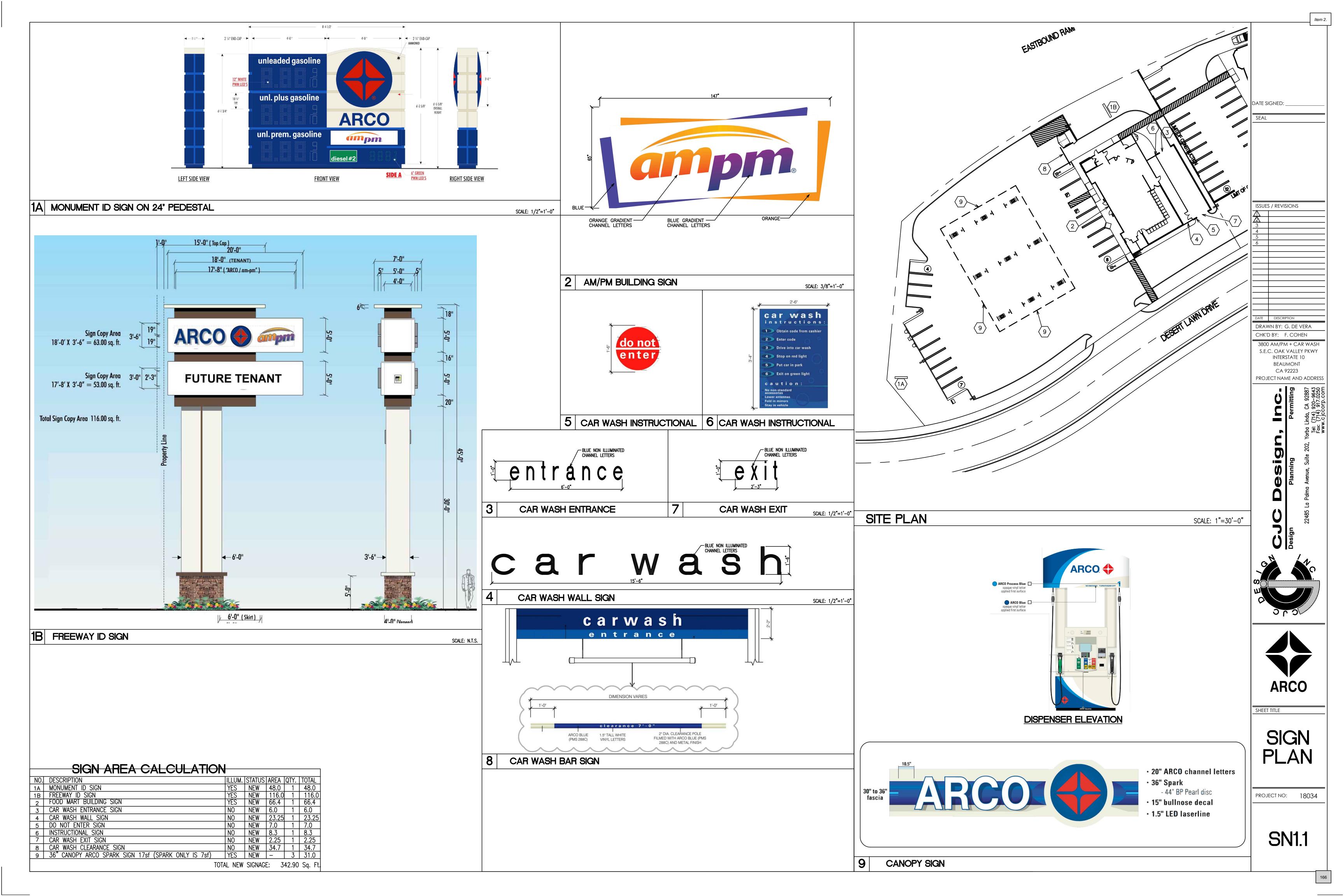
GAS STATION LANDSCAPE

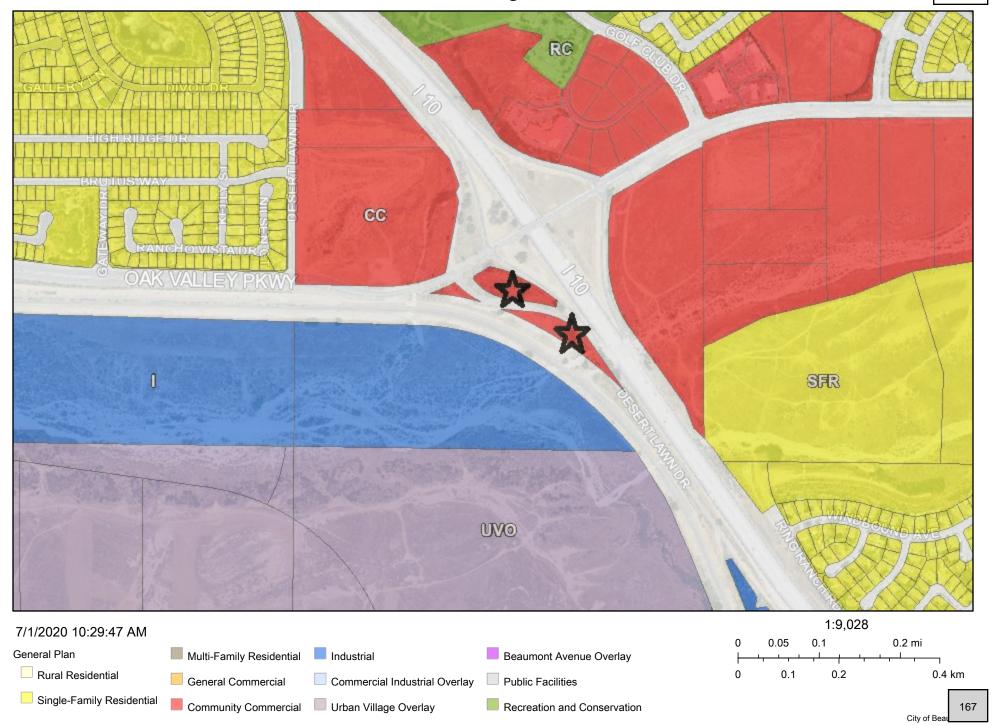
PROJECT NO: 18034

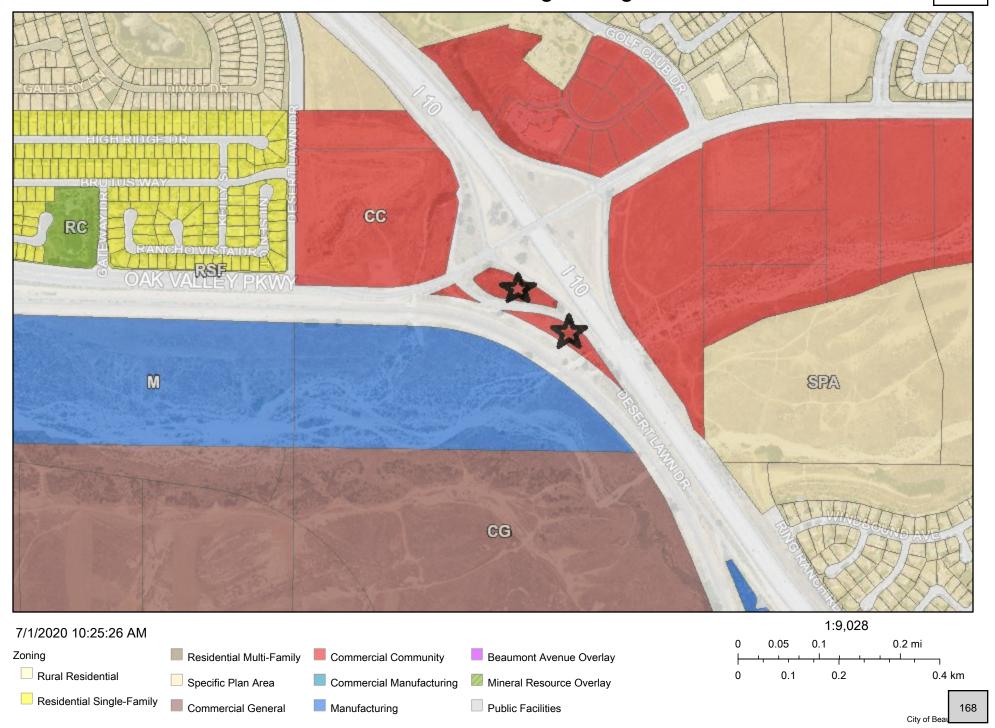
LANDSCAPE PLAN

SCALE: 1'=20'-0"









Beaumont Landing Aerial

PP2018-0119 & CUP2018-0021





Legend

- Blueline Streams
- City Areas World Street Map

Notes





IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 869 1,739 Feet

Plot Plan PP2018-0119 & Conditional Use Permit CUP2018-0021

Beaumont Landing Site Photographs



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph 10



Photograph 11



Photograph 12



Photograph 13



Photograph 14



Photograph 15



Photograph 16



April 22, 2020

Honorable Members of the Planning Commission City of Beaumont 550 E. 6th Street Beaumont, CA 92223

Re: Project Compliance, Compatibility and Design

Finding of Public Convenience or Necessity (PCN) Off Sale Beer and Wine Sales (Type 20 ABC License)

Project Information

The proposed project will include a service station, convenience store with alcohol sales, car wash and drivethru restaurant. These uses are all compliant with the property zoning land use, subject to a Conditional Use Permit. The property is located between the Interstate 10 East bound On Ramp and railroad crossing. This location lends itself to the project being compatible with its surrounding noise, lighting and aesthetics.

Furthermore, the site has been designed to optimize access and parking. The landscape will provide adequate covering and shade. The building elevations and material will be exemplary and consistent with recent projects developed within the City. The car wash bay location is ideal for delivery of material, repairs to the machine and quick service to the customers. There is ample time, just about 6 minutes, for a car to exit the wash safely, while another car is still being washed in the bay. Along with a minimum 4 car length queue prior to entering the bay, there will not be any stacking issues. Additionally, given the lack of any residential uses nearby, there should be no need for further screening of the bay.

The proposed AMPM convenience store will be 3,800 square feet in size. Sales area will be 2,320 square feet. The Floor Plan identifies seventeen refrigerator doors, of which seven will contain cold beer and wine. Room temperature beer in 12, 18 and 24 packs will be displayed on the end caps of the aisles closest to the cold alcoholic beverages.

The store is proposing to operate twenty-four hours per day, but as required by State law, we are proposing to limit the sale of beer and wine only to between 6 AM and 2 AM. To ensure that this restriction is strictly enforced, we are equipping the refrigerator doors that contain beer and wine with locks that operate and lock the doors at 2 AM automatically. Lastly, we are delighted to have the full support of the Beaumont Unified School District, and will closely cooperate with both the local Police and Fire agencies.

Census Tract Information

The site is located in census tract 438.22. Based on population, one off-sale alcohol licenses is permitted and two licenses exist. Therefore, the Department of Alcoholic Beverage Control requires a finding of public convenience or necessity to permit a beer and wine license at our store.

For informational purposes, the Shell gas station at the southwest corner of Beaumont Ave and E 1st St is currently licensed to sell off sale beer and wine.

PCN Findings

To assist the Commission in considering this request, please see the information below:

• Products and offerings provided by AMPM are unique to the area, yet familiar:

The building design, the floor plan layout and the inventory of products will conform to the proprietary AMPM model and plan-o-gram. These unique products, offerings and our commitment to customer safety and service set us apart. At the same time, anyone who has been to an AMPM will find the store design familiar, with consistent and thorough beverage items. This in turn prohibits the need to drive around in order to purchase beer and wine, therefore reducing street traffic and congestion.

• Improvements proposed for the site that will be beneficial to the surrounding community:

The development of the store next to Interstate 10 will be a convenience to transit customers. Local residents and commuters will have direct access to the site from Oak Valley Parkway and will find the 18 covered gas pumps and the store a needed convenience. A landscaped buffer will provide a green buffer zone that separates the gas station canopy and buildings from the adjacent roadways.

• The issuance of a beer and wine license to the AMPM will not contribute to or aggravate any existing crime in the area:

We have significant experience operating gas stations with convenience stores. Similar to our other operations, we intend to directly operate this store along with our experienced and well trained management team. Our operation team is well versed with maintaining great communication with law enforcement, and other agencies meant to combat crime and support safety.

• The sale of beer and wine at the store will increase customer convenience, without jeopardizing public safety, as a result of the precautions discussed below:

State of the Art Cash Registers: AMPM requires its franchisees to utilize cash registers with state of the art technology that calculates and confirms the customer's age as part of every alcohol sales transaction. When a cashier scans an alcoholic beverage, the cash register stops the sale until the cashier requires the customer to swipe their driver's license. Without a valid license, the cash register will not complete the transaction. This technology calculates the customer's age for the cashier and removes the possibility of error, reducing the sale of alcohol to underage customers.

Responsible Alcohol-Sales Training Program: We, as well as the Store Managers, and all employees will be required to attend the Licensee Education on Alcohol and Drugs ("LEAD") program, offered by the ABC, on a regular basis, and keep current regarding California's laws governing the sale of alcoholic beverages.

<u>Security Cameras:</u> We will install 36 HD security cameras with sound and zoom capability, 12 inside and 24 outside the store, in locations that provide the best vantage point for monitoring purposes.

- o Exterior cameras will capture activities under the gasoline canopy, along the building parameter, in the parking area facing the parking stalls and at the entrance and exit.
- o A camera to record the license plate number of every car that enters and exits the site.

o Interior cameras will record every cash register transaction, how the cashier handles it, identify the customer's face and voice, in addition to monitoring inventory.

When we hire an employee, we will advise them of the cameras over the cash registers and will warn them that if they sell alcohol to a minor, they will be terminated. Technology exists today that will allow us and the Store Managers to view footage from every camera in the store in real time from remote locations.

<u>Alcohol Display Location:</u> Locating room temperature beer in the rear of the store discourages and interferes with the "grab and go" theft of beer.

<u>Parking Lot Safety:</u> Parking lot lighting will promote safety on the site and facilitate clear pictures from the exterior cameras. The exterior cameras will be visible to customers outside the store, and together with signage prohibiting loitering; will allow us, the Owners, and the Store Managers to prevent unwanted behavior, if it occurs.

Owner's Volunteered Conditions: We, the Owners, have made it a policy to prohibit the sale of single servings of alcoholic beverages at all of our locations and intend to extend this policy to this location, subject to approval of this request.

This store will be open 24 hours a day, 7 days a week, in 3 8-hour shifts. The 1st shift will be from 6 AM to 2 PM, 2nd shift will be from 2 AM to 10 PM and the 3rd shift will be from 10 PM to 6 AM. The 1st and the 2nd shifts will have a minimum of 4 employees and the 3rd shift will have a minimum of 2 well trained employees.

<u>Educational Activities:</u> On behalf of itself and its Franchisees, AMPM works to educate the public regarding the dangers of alcohol abuse. Royalty fees paid by the Franchises support AMPM in these endeavors.

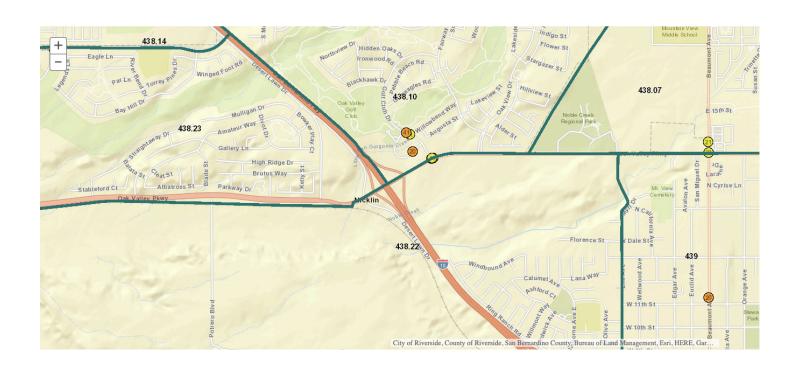
- o By funding Mothers Against Drunk Driving, a group whose mission is to stop drunk driving, support victims of drunk driving, and prevent underage drinking, and,
- o By educating students at high schools, colleges and universities regarding the dangers of alcohol abuse.

Based on ours and our management group's intent to operate this store with the precautions described above, the sale of beer and wine is not expected to jeopardize public safety in the neighborhood, at this location, or in the City at large. For these reasons, we ask you to approve the PCN finding to permit the sale of beer and wine at this site.

Thank you for your consideration.

Very truly yours,

Oscar Etemadian



DEPARTMENT OF ALCHOLIC BEVERAGE CONTROL NUMBER OF LICENSES AUTHORIZED BY CENSUS TRACT

August 2019

County Name	County Population	County Ratio On Sale	County Ratio Off Sale	Census Tract #	Census Tract Population	On Sale	Off Sale
RIVERSIDE	2,440,124	1,060	1,759	438.12	5,409	5	3
RIVERSIDE	2,440,124	1,060	1,759	438.13	4,340	4	2
RIVERSIDE	2,440,124	1,060	1,759	438.14	905	0	0
RIVERSIDE	2,440,124	1,060	1,759	438.18	3,832	3	2
RIVERSIDE	2,440,124	1,060	1,759	438.2	3,895	3	2
RIVERSIDE	2,440,124	1,060	1,759	438.21	2,707	2	1
RIVERSIDE	2,440,124	1,060	1,759	438.22	2,689	2	1
RIVERSIDE	2,440,124	1,060	1,759	430 22	7,023	6	3
RIVERSIDE	2,440,124	1,060	1,759	439	6,405	6	3
RIVERSIDE	2,440,124	1,060	1,759	440	2,109	1	1

	Orig.						Item 2.
License	License County: RIVERSIDE County	Expir.	Primary	Premises	Business	G	ieo
Number License Type	Census Tract: 438.22	Report Date: M	onday, April 06, 2020	Addr. 11	Name	1↑ c	ode 🏗

250014	ACTIVE	20	09/17/1990	04/30/2020	HOLIDAY RETREATS	32300 SAN TIMOTEO CANYON RD, REDLANDS, CA 92373 Census Tract: 0438.22	FISHERMANS RETREAT	3300
477135	ACTIVE	20	05/06/2011	04/30/2020	BEAUMONT SERVICE STATION INC	97 BEAUMONT AVE, BEAUMONT, CA 92223 Census Tract: 0438.22	BEAUMONT SERVICE STATION INC	3302

Previous 1 Next

Showing 1 to 2 of 2 entries

			Orig.					Item 2.
License Number	Status 11	License Type	Iss.	Expir. Date	Primary Owner	Premises Addr.	Business Name	Geo Code
Search		, , , , , , ,			· ·	· ·	* '	

Results will be filtered as you type

0 Results

License Number: 477135

Status: ACTIVE License Type: 20 Orig. Iss. Date: 05/06/2011 Expir. Date: 04/30/2020

Primary Owner: BEAUMONT SERVICE STATION INC Premises Addr.:

97 BEAUMONT AVE, BEAUMONT, CA 92223

Census Tract: 0438.22 Business Name: BEAUMONT SERVICE STATION INC Geo Code:3302

License Number: 250014

Status: ACTIVE License Type: 20 Orig. Iss. Date: 09/17/1990 Expir. Date: 04/30/2020

Primary Owner: HOLIDAY RETREATS INC Premises Addr.:

32300 SAN TIMOTEO CANYON RD, REDLANDS, CA 92373

Census Tract: 0438.22 **Business Name:** FISHERMANS RETREAT **Geo Code:**

3300

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100 Riverside, CA 92507 951-684-1200 951-368-9018 FAX

PROOF OF PUBLICATION (2010, 2015.5 C.C.P)

Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: Beaumont Landing /

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

07/03/2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: July 03, 2020 At: Riverside, California

Legal Advertising Representative, The Press-Enterprise

BEAUMONT, CITY OF / LEGAL 550 E SIXTH ST BEAUMONT, CA 92223

Ad Number: 0011395015-01

P.O. Number:

Ad Copy:



LEGAL ADVERTISEMENT

NOTICE IS HEREBY GIVEN, that the City of Beaumont will conduct public hearings to consider the matter described below. The Planning Commission's public hearing will be held at 6:00 p.m. on Tuesday, July 14, 2020 at 550 East Sixth Street, Beaumont, California.

CONDITIONAL USE PERMIT NO. CUP2018-0021 AND PLOT PLAN 2018-0119 (BEAUMONT LANDING), Conduct a public hearing and consideration of a request a commercial development on an approximately 3.03-acre that would involve construction of an 18-pump fuelstation; a 3,800 square-foot convenience store; a 1,500 square-foot car wash; and a 4,000 square-foot restaurant with a drive-through. The convenience store, car wash, and gas station are proposed to be developed on Parcel 1 while the restaurant with a drive-through and a water quality basin are proposed to be developed on Parcel 2 located on the southwest corner of Oak Valley Parkway and the I-10 Freeway (APNs 419-090-007 and -007) in the Community Commercial (CC) Zone. The adoption of a Mitigated Negative Declaration pursuant to the California Environmental Quality Act will be considered, based upon the proposed findings that the project will not have a significant impact upon the environment, with incorporated mitigation.

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming. In accordance with the State of California Executive Order N-29-20 dated March 17, 2020, all City of Beaumont public meetings will be solely available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access: BeaumontCa.gov/Livestream

Project documents are on file and are available for public review on the City's website https://www.beaumontca.gov/1125/Planning-Projects or by contacting the project planner at ckendrick@beaumontca.gov

The applicant for this project is Beaumont Landing LLC.

Public comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed (3) minutes unless otherwise authorized by City Council. Comments can be submitted any time prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: NicoleW@BeaumontCa.gov

Carole Kendrick Senior Planner Press-Enterprise 7/03

Item 2