Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Riverside

From: (Public Agency): City of Beaumont
550 E. 6th Street
Beaumont, California 92223
(Address)

Project Title: Civic Center Park and Ride Electric Vehicle Chargers Project

Project Applicant: City of Beaumont

Project Location - Specific:

City of Beaumont Civic Center parking lot, which is located in the northeast quadrant o

Project Location - City: Beaumont Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:

The project would to install eight Level 3 direct current (DC) electric vehicle (EV) fast chargers rated at 150 kilowatts (kW) within the existing City of Beaumont Civic Center park and ride. The eight EV chargers would be installed immediately south of three existing EV chargers, along the Orange Street side of the park and ride lot. In addition, the existing transformer would be upsized to accommodate the additional EV chargers along with new conduit to connect the transformer to the existing and new EV chargers.

Name of Public Agency Approving Project: City of Beaumont

Name of Person or Agency Carrying Out Project: City of Beaumont

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: PRC 21084; 14 CCR 15300 et seq. Class 32
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:

The project is considered an in-fill project as it involves the construction of EV chargers and the upgrading of an existing transformer in the City's existing Civic Center parking lot. As required under Class 32, the Project is consistent with applicable general plan designations and policies, and applicable zoning designations and regulations, and would occur within the city limits on a project site under five acres surrounded by urban uses. Furthermore, as required, the Project is fully developed and has no value as habitat for endangered, rare or threatened species, and can be adequately served by all required utilities and public services. Finally, approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Lead Agency Contact Person: Robert Vestal Area Code/Telephone/Extension: (951) 572-3192

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Date: 11/4/25 Title: CITY ENGINEER

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Memorandum

To:	Dustin Christensen, P.E., Principal Engineer City of Beaumont, California
From:	Brian Calvet, ICF
Date:	October 14, 2025
Re:	California Environmental Quality Act Categorical Exemption Letter of Applicability for the City of Beaumont Civic Center Park and Ride Electric Vehicle Chargers Project

INTRODUCTION AND PROJECT DESCRIPTION

The City of Beaumont (City) is proposing to install eight Level 3 direct current (DC) electric vehicle (EV) fast chargers rated at 150 kilowatts (kW) within the existing City of Beaumont Civic Center park and ride lot, which is located at the northeast quadrant of the East 6th Street and Orange Avenue intersection (Project). There are currently three (EV) chargers and an associated transformer located within the existing Civic Center park and ride lot, just south of the park and ride lot driveway along the Orange Avenue side of the park and ride lot. The eight additional EV chargers would be installed immediately south of the three existing EV chargers, along the Orange Street side of the park and ride lot. In addition, the existing transformer would be upsized to accommodate the additional EV chargers along with new conduit to connect the transformer to the existing and new EV chargers. Excavation for construction of the EV charger foundations and installation of the conduit would extend to a maximum depth of three feet below existing ground. The EV chargers and associated construction activities would be constructed within the existing paved park and ride lot, though two ornamental shrubs that are present may be modified, replaced, or removed. The Project limits of disturbance covers approximately 0.5 acre.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21084(a) of the California Public Resources Code (PRC) requires the California Environmental Quality Act (CEQA) Guidelines to include a list of classes of projects that would not have a significant effect on the environment and, therefore, would be exempt from the provisions of CEQA. Article 19 of the State CEQA Guidelines identifies 33 classes of projects that ordinarily do not have a significant impact on the environment and therefore could be categorically exempted from CEQA.

The Project falls under Class 32, *In-Fill Development Projects*. Pursuant to Section 15332 of the State CEQA Guidelines, Class 32 consists of projects characterized as in-fill development meeting the conditions described below.

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c) The project site has no value as habitat for endangered, rare or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e) The site can be adequately served by all required utilities and public services.

Because the Project would be consistent with the City's general plan and zoning designations and the City's general plan policies; would occur within the City limits and would cover less than five acres; is located in an area that has no value as habitat for endangered, rare, or threatened species; would not have significant impacts on traffic, noise, air quality, or water quality; and can be served by required utilities, it would be consistent with the requirements of Section 15332 of the State CEQA Guidelines. The Environmental Assessment section of this Memorandum provides additional detail supporting the above determinations.

Exceptions to Categorical Exemptions

State CEQA Guidelines Section 15300.2 identifies the following six exceptions for categorical exemptions.

- **Location.** A project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except where the project may affect an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- **Cumulative Impact.** All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.
- **Significant Effect.** A categorical exemption shall not be used for an activity when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- **Scenic Highways.** A categorical exemption shall not be used for a project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified environmental impact report.
- **Hazardous Waste Sites.** A categorical exemption shall not be used for a project on a site that is included on a list compiled pursuant to Section 65962.5 of the Government Code.
- **Historical Resources.** A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.

None of the above conditions exist for the Project.

The State CEQA Guidelines do not require the use of the CEQA Environmental Checklist when preparing a categorical exemption; however, it is important to consider whether a project has the potential to result in environmental impacts and document that the lead agency is not exceeding its

discretionary authority by preparing a categorical exemption. The following sections address the information relevant to the Class 32 exemption and the CEQA categorical exemption exceptions.

ENVIRONMENTAL ANALYSIS

The evaluation of the Project is based on the environmental resource areas identified in the Initial Study Environmental Checklist (Appendix G of the State CEQA Guidelines). Impacts related to the environmental resources are discussed in the sections below.

CEQA Topic	Evaluation
Aesthetics	Project improvements would be within existing City property and is located in a highly developed urban setting. The Project site is not in a scenic vista or a scenic view corridor and would not be seen from scenic vistas or view corridors. In addition, there are no eligible or officially designated State Scenic Highways on or near the Project site (California Department of Transportation 2025). Although the Project may remove two ornamental shrubs, these are minor and are not considered an important visual feature of the project area. No nighttime construction is proposed so night lighting is not expected to be needed during construction. The Project is not expected to have an impact on visual and aesthetic resources under CEQA.
Agriculture and Forestry Resources	The Project is located in a fully developed, urban area and no agricultural or forestry resources are located within or adjacent to the Project site. It is expected that the Project would have no impact on agriculture and forestry resources under CEQA.
Air Quality	Project construction activities are expected to generate minimal short-term emissions of criteria air pollutants and precursors; these would not be expected to affect regional or local air quality. Infrastructure improvements would include installation of eight new EV chargers, replacement of an existing transformer, and conduit for connecting the EV chargers to the transformer. There is no potential for this level of activity to generate substantial construction emissions, which typically occur during intense construction activities with multiple pieces of large heavy-duty equipment (e.g., graders) and hundreds of diesel truck trips per day. As such, emissions generated by construction of the Project are not anticipated to exceed the South Coast Air Quality Management District's (SCAQMD's) regional or local air quality thresholds. Consistent with current regulations, the contractor shall comply with SCAQMD Regulation IV Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust), and City Code of Ordinances sections 17.04.050 and 17.04.060.. In addition, all construction equipment and vehicles would be maintained and operated within the manufacturer's specifications to limit unnecessary emissions during use. With installation of EV charges, the Project is expected to result in an overall improvement in air quality from an operational standpoint as it is expected to facilitate electric vehicle usage. The Project is expected to have a less than significant impact on air quality under CEQA.
Biological Resources	The Project site is completely developed and in a highly urbanized setting surrounded by government, commercial, and residential developments/uses. It consists of hardscape and is devoid of any native vegetation or exposed soil, except for the small areas associated with the two ornamental shrubs that are present. The Project would have no effect on native vegetation, including any riparian habitat, wetlands, or other sensitive natural communities, because none are present. The Project limits do not provide suitable habitat for any federally- or state-listed candidate or special-status species. There are no wildlife movement corridors or linkages within the Project site, and the Project would not impede the use of any native wildlife nursery sites.

CEQA Topic	Evaluation
	The Project lies within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) area but is not within a cell, public/quasi-public (PQP) lands, or any designated survey areas. There are also no aquatic resources present. Therefore, the Project is consistent with the WRMSHP and no Joint Project Review or Wildlife Agency review is required. As there are some trees within close proximity to the Project on the west side of Orange Avenue, preconstruction nesting bird surveys, which are required for any project where construction would occur in close proximity to potential nesting sites, shall be conducted as stated below. • **Standard Measure BIO-1:** If grading/construction is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), a qualified biologist shall conduct a preconstruction nesting bird survey no more than 72 hours prior to vegetation clearing or ground-disturbance activities to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established by the designated biologist around each nest site. To the extent feasible, no construction activities will take place within this buffer until the nest is no longer active. In the event that grading/construction must occur within the buffer areas, the designated biologist will ensure grading/ construction activities do not disturb or disrupt nesting activities. If the designated biologist determines that grading/construction activities are disturbing or disrupting nesting activities, then they will notify City and/or the site superintendent. Subsequent nesting bird surveys will be conducted during the breeding bird season if there is a lapse in grading/construction activities longer than 7 days. Based on the above discussion the Project is expected to have a less than significant impact on biological resources under CEQA.
Cultural Resources	The Project is located in an area that has been previously disturbed by construction activities, including the construction of the Civic Center park and ride lot where the EV chargers would be installed. No cultural resources that are eligible for listing on the National Register of Historic Places or California Register of Historical Resources are known to occur within the Project's expected limits of disturbance. As identified in the City's General Plan Program Environmental Impact Report (PEIR), there is a section of the City that exemplifies an old-town character and contains several buildings of historic interest, This area is along 6th Street and extends to the west from Orange Avenue to Veile Avenue, and between 5th and 8th Streets. Therefore, the Project , which is located to the east of Orange Avenue would be located outside of the identified limits. The current City Hall (Old High School) building, located at 550 East 6th Street on the west side of Orange Avenue, and across the street from where the Project would be constructed, is considered to be a building of historic interest by the City. However, all Project work would occur within the existing Civic Center park and ride lot on the east side of Orange Avenue and outside of the City Hall property. As noted, the Project improvements are located in a highly urbanized environment, with the natural ground surface covered by development, paving, hardscape, or ornamental shrubs. The potential to encounter buried cultural resources is low, given the size of the Project and based on the project location sitting on dissected alluvium, which is not highly sensitive for buried archaeological resources. Based on the above information, impacts on cultural resources are not anticipated under CEQA. In the unlikely event that cultural resources or human remains are unearthed during construction the following standard measures CUL-1 or CUL-2, respectively, shall be

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	implemented. • S**tandard Measure CUL-1:** If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. • **Standard Measure CUL-2:** If any human remains are encountered during ground-disturbing activities, all work will cease and the county coroner will be contacted, per the California PRC. Should the remains be identified as Native American, the Native American Heritage Commission will be contacted to provide a Most Likely Descendant with whom the City will work to determine appropriate actions.
Energy	The Project would require the use of nonrenewable energy resources in the form of fossil fuels used to operate equipment and fuel vehicle trips during construction. Diesel and gasoline fuels would be consumed during the Project's construction activities. Energy expenditures during construction would be temporary, lasting for approximately six months. The Project would not have any fuel consumption once construction is complete. Furthermore, all construction equipment would comply with state and federal regulations that reduce fuel consumption, such as limiting idling to no more than 5 minutes (13 California Code of Regulations Section 2485) and the Safer Affordable Fuel-Efficient rule (EPA 2021). Therefore, energy consumed during Project construction would be minimal and impacts are expected to be less than significant. Additionally, construction of the Project would not result in the wasteful, inefficient, or unnecessary use of energy and would not conflict with any state or local energy plans. As the new EV chargers are expected to facilitate electric vehicle usage, the projected reduction in fuel consumption associated with the installation of EV charges is expected to offset the long-term increase in electricity demand. The Project is expected to result in an overall reduction in energy use from an operational standpoint. Operational impacts are expected to be less than significant with regard to energy under CEQA.
Geology and Soils	The Project is located in Southern California, which is susceptible to seismic related ground failure, including liquefaction, lateral spreading, and seismically induced settlement. According to the California Department of Conservation (2025a), the Project does not lie within a liquefaction zone, landslide zone, or earthquake fault zone. Ground disturbance would extend to a maximum depth of approximately three feet below the existing ground surface level; the Project would not exacerbate existing geologic conditions as they pertain to seismically related ground failure. The Project is expected to have a less than significant impact related to geology and soils under CEQA.
Greenhouse Gases (GHGs)	<u>Short-term Construction</u> Project construction would include installation of eight new EV chargers, replacement of an existing transformer, and conduit for connecting the EV chargers to the transformer. Minimal equipment would operate intermittently to construct the Project improvements. There is no potential for this level of short-term activity to generate substantial GHG emissions, especially considering that construction-related emissions would be negligible when amortized over a 30-year operational lifetime and assessed in conjunction with long-term operational emissions in accordance with South Coast Air Quality Management District (SCAQMD) guidance. Construction of the Project is expected to result in a less than significant impact related to the magnitude of GHG emissions generated. Additionally, GHG emissions would be minimized through compliance with the California Air Resources Board (CARB) regulations, as required for public agency construction projects in California. The CARB regulations include requirements for off-road construction equipment to meet Tier 4 off-road emission standards where feasible or be outfitted with best available control technology devices certified by CARB; for

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	limiting of diesel-fueled equipment and vehicle to no more than 5 minutes in any one location; and for the utilization of grid-based electric power at any construction site where feasible. Long-term Operation As the EV chargers are expected to facilitate electric vehicle usage, the projected reduction in fuel consumption associated with the installation of EV charges is expected to offset the project's long-term increase in electricity demand. The Project is expected to result in an overall reduction in GHG emissions from an operational standpoint. The Project is expected to result in a less than significant impact related to GHG emissions associated with operational activities. GHG Plan Consistency At the state level, the primary transportation-related plans and regulations that address GHG emissions include Senate Bill (SB) 375, SB 32, and the 2022 Scoping Plan Update (CARB 2022), which is the latest iteration of the Climate Change Scoping Plan to implement Assembly Bill (AB) 32. The primary regional GHG emissions reduction plan is contained within the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The CARB 2022 Scoping Plan Update provides a blueprint for the state to reduce GHG emissions in order to meet the goals set under SB 32 of achieving a 40-percent reduction in GHG emissions from 1990 levels by 2030 and achieving carbon neutrality by 2045. Implementing the 2022 Scoping Plan also puts California on a trajectory to exceed the 80-percent reduction from 1990 levels by 2050 in accordance with California Executive Order S-3-05. CARB acknowledges that while most of the GHG reductions from the transportation sector will come from technologies and low-carbon fuels, VMT reductions are necessary to achieve the 2030 emissions target and must be part of any transportation strategy considered, and the state is currently not on track to reduce VMT by the metrics outlined in the previous 2017 plan. The 2022 Scoping Plan Update identifies that slower growth in VMT from more efficient land use development and passenger vehicle trip displacement would promote achievement of the state's climate goals. The CARB 2020 Mobile Source Strategy and the 2022 Scoping Plan Update identified that a 15-percent reduction in statewide light-duty automobile VMT relative to business as usual is required to achieve the 2050 GHG emissions goals. Implementation of the Project would indirectly contribute to the statewide and regional efforts to reduce light-duty automobile VMT. With installation of EV charges, the Project is expected to result in an overall improvement in GHG emissions from an operational standpoint as it is expected to facilitate electric vehicle usage. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) highlights improved accessibility and mobility as one of its goals, with light-duty vehicle miles travelled (VMT) reductions being the crux of the SCS document's purpose. Therefore, the Project is expected to result in a less than significant impact related to conflicts with GHG-reduction plans, policies, or regulations.
Hazards and Hazardous Materials	Project construction is expected to involve the routine transport, use, and disposal of hazardous materials that may include fuel, solvents, paints, and oils. Although fuel, solvents, paints, and oils would likely be transported, used, and disposed of during construction, these materials would be handled on only a temporary basis. Furthermore, such materials are commonly used in construction projects. This would not represent the use of acutely hazardous materials. During Project operations, hazardous materials that are commonly used in maintenance (e.g., paints, solvents, cleaning agents, fuel, oils) would potentially be transported to, and used, on-site. The transport, use, and disposal of hazardous materials would be required to comply with

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	applicable regulations such as, but not limited to, the Resource Conservation and Recovery Act and the local Certified Unified Program Agency regulations. Furthermore, the Project shall comply with City Code of Ordinances section 17.04.040. An environmental database review was conducted through the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control's EnviroStor websites. Within a 0.5 mile radius of the Project location, no sites with open cases/incidences were identified in the GeoTracker or EnviroStor databases. One school, Palm Innovation Academy (751 Palm Avenue), is located within a 0.25 mile radius of the Project site, however, due to the nature of the Project, large amounts of hazardous materials would not be handled, stored, or disposed of and it is not expected that substantial hazardous materials emissions or releases into the environment would occur. Long-term hazardous materials use would be primarily related to routine maintenance activities and, thus, would be limited. Any spills, should they occur, would be expected to be small, localized, and cleaned up after they occur in compliance with applicable regulations, requirements, and standards. The Project is not within two miles of any airport (the closest airport is Banning Municipal Airport, which is approximately 6.5 miles east of the Project). In addition, because the Project would occur within the footprint of the existing Civic Center park and ride lot, no local adopted emergency response plan or emergency evacuation plan would be affected during implementation. Finally, the Project site is in a highly urbanized area and surrounded by built structures and paved surfaces; it is not within (or immediately adjacent to) any wildlands. Thus, wildland fires are not expected to be a concern. The Project is expected to have a less than significant impact related to hazards and hazardous materials under CEQA.
Hydrology and Water Quality	The Project is in a highly urbanized area surrounded by built structures, paved surfaces, and landscaping. The Project is not expected to disturb or alter any surface or groundwater resources, nor is it expected to create connections to any bodies of water or increase the amount of surface runoff that would result during flooding. Based on a review of the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (FIRM), the Project is located on FIRM Panel 06065C0811G dated August 28, 2008.. The Project is identified as being in unshaded Zone X, which is an area located outside of the 1-percent annual chance (100-year) and 0.2 percent annual chance (500-year) floodplains. It is expected that construction and operation of the Project would have no impact on hydrology under CEQA. The Project has the potential to result in temporary impacts on water quality during construction, such as excavation or other earthmoving activities, and cause an increase in soil erosion, sediments, and other pollutants from being transported by storm runoff into receiving waters. However, the Project would be required to comply with the appropriate provisions of the City's municipal separate storm sewer system (MS4) (Order Number R8-2010-0033 and National Pollutant Discharge Elimination System [NPDES] CAS 618033) permit and City Code of Ordinances Chapter 13.24. Following the completion of construction, stormwater runoff volumes, as well as groundwater volumes and recharge rates, are expected to be similar to those under existing conditions as the Project would not add additional impervious areas, except potentially where the two existing shrubs are located, which would be a minimal addition of impervious area should these areas be paved. The Project is expected to have a less than significant impact related to water quality under CEQA.

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Land Use and Planning	The Project would not alter any land uses or expand such uses beyond what currently exists. The Project would not require full or partial right of way acquisitions and would not physically divide an established community. The improvements associated with the Project would not change or conflict with land use plans, policies, or regulations. The City's land use designation for the Project site is Downtown Mixed Use and the property is zoned as Downtown Mixed Use, which includes Recharging Stations as one of the allowable uses. Furthermore, *Goal 4.8: Support and proactively plan for changes in mobility technologies* in the City's General Plan includes implementation measure M29, which addresses updating the City's zoning code to include, among other items, increasing the number of electric vehicle charging stations in parking areas. Therefore, the Project would have no land use and planning impacts under CEQA.
Mineral Resources	The Project lies within a developed urban area that is not designated by the California Department of Conservation Geologic Energy Management Division as a Mineral Resource Zone where significant mineral deposits are known to be present; however, it is located in a large area noted as containing Portland Cement Concrete-Grade Aggregate. As noted in the City's General Plan aggregate resources could be present along watercourses or drainage ways within the City, however, no such resources existing within or adjacent to the Project site. Based on the highly developed nature of the Project site it is not expected that there would be a loss or extraction of known mineral resources. Therefore, it is expected that the Project would have no mineral resources impacts under CEQA.
Noise and Vibration	Project construction activities are expected to temporarily increase noise levels due to the use of construction equipment to construct various Project features, including the EV chargers and transformer. Noise-generating construction activities may include, but would not be limited to, pavement breaking; concrete sawing; the digging or boring of foundations or trenches; and the use of trucks and other construction equipment. A desktop review indicates that the closest noise-sensitive receptors are residences (single- and multi-family) on Maple Avenue, immediately east of the existing Civic Center park and ride lot. As identified in City Code of Ordinances section 9.02.110(F)(2), construction activities are not permitted from 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. However, per City Code of Ordinances section 9.02.100, the Project would be exempt from the noted noise restriction since it is a Capital Improvement Project. Regardless, the City is committed to operating with in the hour limitations identified in City Code of Ordinances section 9.02.110(F)(2). The City does not have any quantitative noise limits for daytime construction. The Federal Transit Administration's (FTA's) Transit Noise and Vibration Impact Assessment Manual (FTA 2018) provides construction noise criteria, specifying an 8-hour equivalent sound level (Leq) of 80 A-weighted decibels (dBA) during daytime. Although this criteria does not apply statutorily to the Project, it provides an established basis for reviewing daytime construction noise. Based on the types of equipment that are expected to be used during construction, the expected duration of equipment use, the expected typical duty cycle (amount of time a piece of equipment is operating at full power), and the distance of the closest noise sensitive receptor to the anticipated limits of construction (approximately 150 feet), it is not expected that noise levels during construction would approach or exceed 80 dBA Leq. Construction equipment is expected to generate some ground-borne vibration. FTA provides a vibration threshold of 0.2 inch per second (in/s), peak particle velocity (PPV), for potential damage to non-engineered timber or masonry structures (FTA 2018). The Project is not expected to use high-intensity sources of vibration such as pile

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	drivers or require blasting. However, conventional construction equipment (e.g., vibratory roller, hoe ram, large bulldozer, caisson drill rig) generally produces a PPV of 0.089 to 0.21 in/s at a distance of 25 feet (FTA 2018). Vibration levels from conventional construction equipment would attenuate to a PPV of 0.2 in/s or less at distances of approximately 15 to 26 feet. Therefore, conventional vibration equipment is unlikely to cause damage to neighboring structures as they are approximately 150 feet or more from the anticipated limits of construction and well beyond the 15 to 26 feet noted previously. Project operation is not expected to create any new sources of noise ground-borne vibration. The Project is expected to have a less than significant impact on noise and vibration under CEQA.
Population and Housing	The Project would not displace residences or businesses, nor would it include the construction of new housing or the expansion of any roads. The nature of the Project improvements would have no potential to result in population growth within the Project vicinity. Therefore, it is expected that the Project would have no impact on population and housing under CEQA.
Public Services	Access to public services—including emergency response services, schools, and parks or other public facilities in the surrounding area—would not be affected by the Project, and the Project would not generate additional demand for public services. Therefore, it is expected that the Project would have no impact on public services under CEQA.
Recreation	The Project would occur within the existing City Civic Center park and ride lot. The proposed improvements would not increase the use of recreational facilities, nor would they require the construction of additional recreational facilities or expansion of existing facilities. The nearest recreational resource is Stewart Park, approximately 900 feet north of the Project. However, due to the nature of the Project, construction and operational impacts on recreational resources are not anticipated. Therefore, it is expected that there would be no impact on recreational resources under CEQA.
Transportation	Construction is expected to require workers to commute during the short-term construction period. It is expected that equipment would be mobilized and moved to the Project site on trucks and trailers. Construction-related trips by workers, vendors, and trucks are expected to result in minor, negligible increases in vehicle trips to and from the Project site. Trucks are expected to access the Project site via Orange Avenue. Road closures are not anticipated because all work would be completed within the existing Civic Center park and ride lot. Therefore, emergency access would be maintained along 6th Street and Orange Avenue during construction. In addition, there would be no increase in hazards due to a geometric design feature. No changes to transportation during operation of the Project are expected. Construction and operational activities would follow all local ordinances and plans to maintain circulation, if necessary, and would not conflict with a program, plan, ordinance, or policy related to circulation. Therefore, it is expected that Project construction would have a less than significant impact, and project operation would have no impact, on transportation under CEQA.
Tribal Cultural Resources	The Project would include improvements within an existing park and ride lot. No impacts on tribal cultural resources are expected.
Utilities and Service Systems	The Project would not require the relocation of existing, or construction of new or expanded, water, wastewater treatment or stormwater drainage, natural gas, or telecommunications facilities. The Project upgrades would be constructed entirely within City property. The Project would not require the construction of any new utilities or service systems, but existing electrical infrastructure (transformer and conduit) would require upgrades and/or replacements to handle the power demand of the eight EV chargers. Electricity to the Project site is provided by Southern California Edison

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	(SCE). Ongoing coordination and collaboration between the City and SCE will continue throughout the design and construction phases. Therefore, construction and operation of the Project are expected to have a less than significant impact on utilities and service systems under CEQA.
Wildfire	The Project is not in or near State Responsibility Areas or lands that have been classified as Very High Fire Hazard Severity Zones in a Local Responsibility Area, according to the California Department of Forestry and Fire Protection. Therefore, it is expected that the Project would have no impacts under CEQA related to wildfire.

Summary

The analysis and evaluation of the environmental resource areas identified in Appendix G of the State CEQA Guidelines, and presented above, indicates that the Project would not result in significant impacts under CEQA and meets the requirements to be categorically exempted from CEQA per State CEQA Guidelines Section 15332. No further analysis is needed.

REFERENCES

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———2020a. *Beaumont General Plan 2040, Final Programmatic Environmental Impact Report*. October.

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Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual.*

ATTACHMENTS

Attachment A Figures

- Figure 1: Regional Vicinity
- Figure 2: Local Vicinity
- Figure 3: Project Schematic

ATTACHMENT A: FIGURES

0 5 10 Miles

1:633,600

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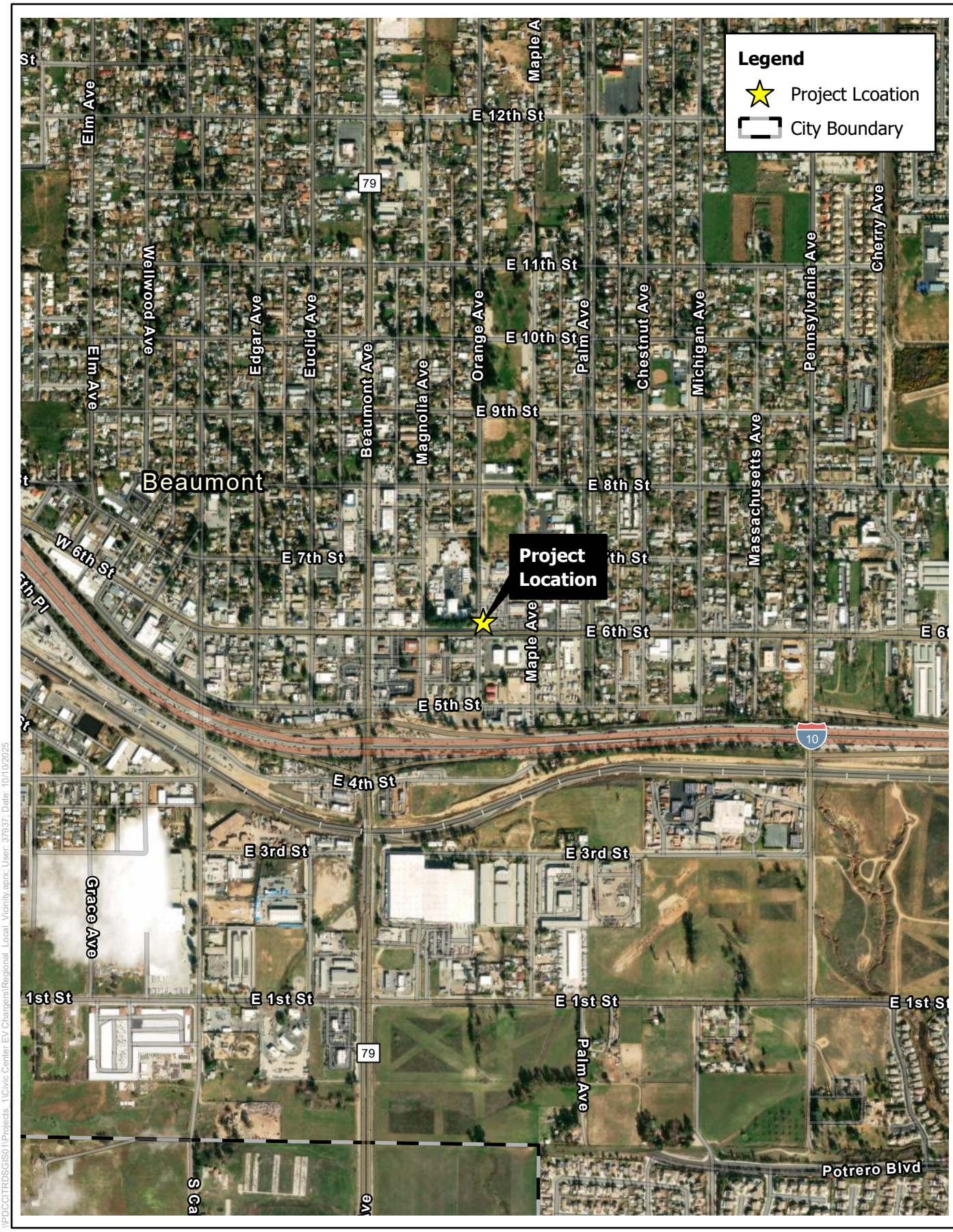
Figure 1
Regional Vicinity
Civic Center Park and Ride Electric Vehicle Chargers Project



N

0 500 1,000 Feet

1:12,000

Figure 2
Local Vicinity
Civic Center Park and Ride Electric Vehicle Chargers Project

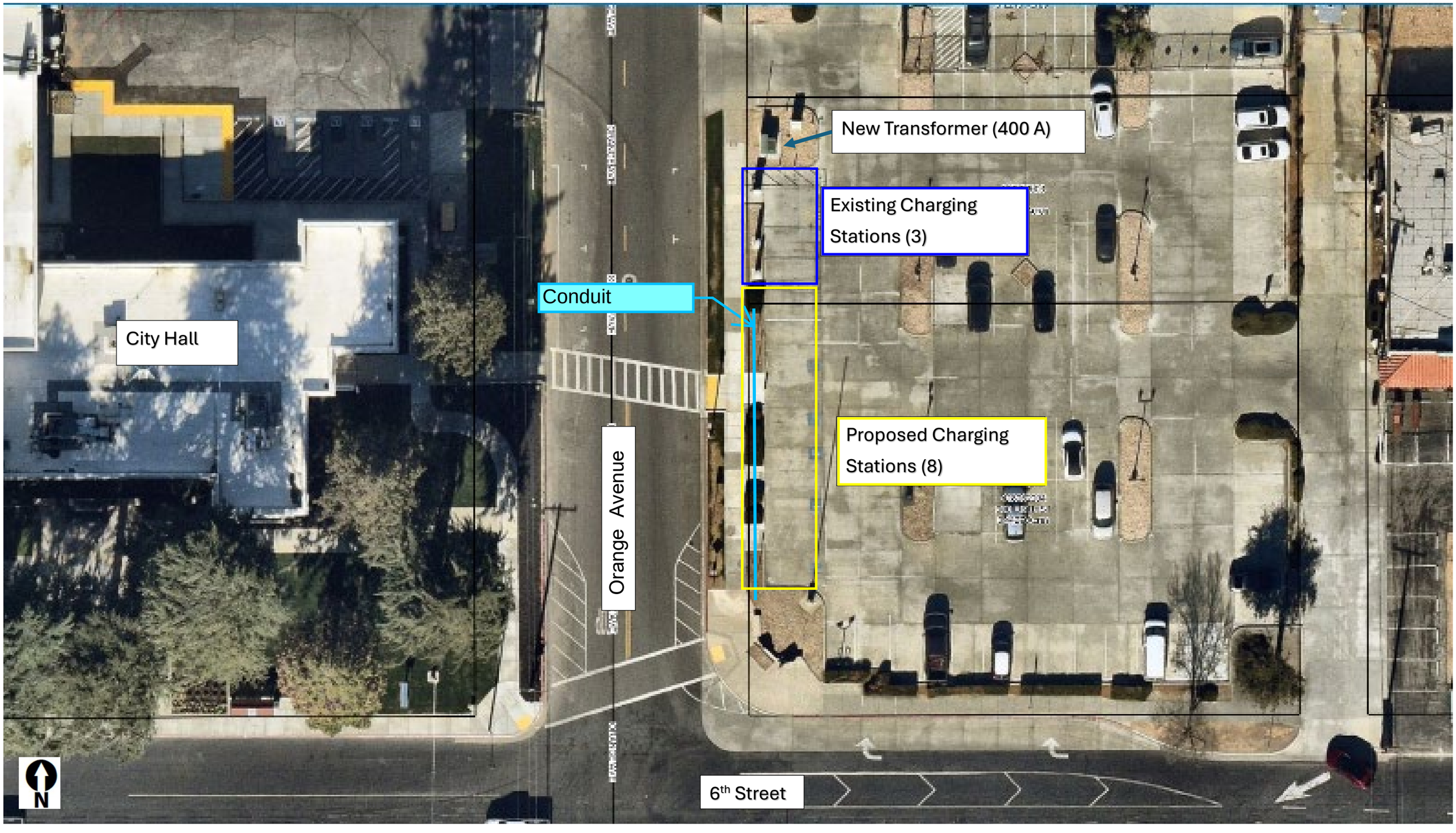


Figure 3. Civic Center Park and Rde Electric Vechicle Chargers Project