Initial Study and Mitigated Negative Declaration

2ND Street Improvement Project

Lead Agency:
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Prepared for:
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Prepared by:
Matthew Fagan Consulting Services, Inc.
42011 Avenida Vista Ladera
Temecula, CA 92591

November 2022

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

COMMONLY USED ACRONYMS AND ABBREVIATIONS

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

MGD	million gallons per day
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Species Survey Areas
NO_X	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OPR	California Governor's Office of Planning and Research
OHWM	Ordinary High Water Mark
PM_{10} and $PM_{2.5}$	Particulate Matter
PPV	Peak particle velocity
RCALUC	Riverside County Airport Land Use Compatibility
rms	Root mean square
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
USACE	United States Army Corps of Engineers
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SoCAB	South Coast Air Basin
SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TUMF	Transportation Uniform Mitigation Fee
TvC	Tujunga loamy sand
USDA	United States Department of Agriculture
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	Vibration in decibels
VMT	Vehicle miles traveled
WRCOG	West Riverside Council of Governments

MITIGATED NEGATIVE DECLARATION
2ND STREET IMPROVEMENT PROJECT

Lead Agency: City of Beaumont

Project Proponent: City of Beaumont

Project Location: The Project is located on 2nd Street from Pennsylvania Avenue east approximately 1,200 feet to existing improvements adjacent to the Home Depot Center.

Project Description: The City of Beaumont plans to alleviate traffic congestion on 1st Street between Highland Springs and Pennsylvania Avenue by extending 2nd Street from the westerly boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The improvements include widening and extending 2nd Street approximately 2,525 feet from the current terminus at the westerly boundary of First Street Self and RV Storage, to Pennsylvania Avenue. This Project also entails widening 2nd Street approximately 862 lineal feet and extending it lineal 1,663 feet from its current terminus to the westerly boundary of the Home Depot shopping center. The Project will require construction of a new storm drain facility and may require improvements to existing drainage. The total potential disturbed Project site area is approximately 5 acres.

Public Review Period:

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

MM-BIO-1 Preconstruction Survey for Burrowing Owl. A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the presence or absence of burrowing owl on the Project site. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the County will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the CDFW (2012).

The following measures are recommended in the California Department of Fish and Wildlife (CDFW) guidelines to avoid impacts on an active burrow:

- No disturbance shall occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season.
- No disturbance shall occur within 75 meters (approximately 250 feet) of occupied burrows during the breeding season.

To prevent unavoidable impacts, passive or active relocation of burrowing owls shall be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW.

MM-BIO-2 Burrowing Owl Avoidance/Relocation. If active burrowing owl burrows are

detected outside the breeding season (September through January) during the survey outlined in **MM-BIO-1**, or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and the United States Fish and Wildlife Service (USFWS). Construction activity may not occur within 500 feet of the active burrow. If active nests are identified onsite, the nests shall be avoided, or the owls actively or passively relocated to an appropriate offsite location to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place within 250 feet of an active nest during the breeding season (February 1 through August 31) and 160 feet during the non-breeding season. This measure shall be implemented to the satisfaction of the City Planning Department.

If active burrowing owl burrows are detected outside the breeding season, passive and/or active relocation may be undertaken following consultation with and approval by the CDFW and/or USFWS. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. This measure shall be implemented to the satisfaction of the County Resource Conservation Authority (RCA).

MM-BIO-3 Regulatory Permitting. Prior to the start of any clearing or grading on the Project site, the City shall obtain the necessary environmental regulatory permits from the affected federal and/or state resource agencies. This may include federal Clean Water Act Section 404 permitting through the U.S. Army Corps of Engineers, with possible consultation with the U.S. Fish and Wildlife Service, state permitting through the California Department of Fish and Wildlife relative to 1600 riparian resources and/or California Fish and Game codes, and federal Clean Water Act Section 401 Certification through the Regional Water Quality Control Board. This measure shall be implemented to the satisfaction of the City Community Development Director in consultation with the affected resource agencies.

MM-BIO-4 Offsite Riverine Habitat Compensation. Based on the grading footprint and ROW alignment as of September 2022, the Project will permanently impact 0.30-acre of ephemeral Riverine habitat in Features A and B by installing culverts, and temporarily impact 0.03-acre of ephemeral Riverine habitat in Feature C through minor grading activities. Based on these total impacts, the City will purchase offsite mitigation credits totaling 0.96-acre, a 3:1 mitigation to impact ratio for permanent impacts and 2:1 mitigation to impact ratio for the temporary impacts. The City will purchase Permittee Responsible credits at the Wilson Creek Habitat Restoration Plan (WCHRP) site in Aguanga, California to offset said impacts. This mitigation would provide a superior resource for MSHCP Covered Species in perpetuity by enhancing and restoring this portion of Wilson Creek through the planting of the appropriate native species. The WCHRP has been approved as a Permittee Responsible mitigation site since 2011. It totals 19.4-acres of streambed habitat where 100% of the tamarisk (*Tamarix ramosissima*) was already removed in 2011 and has been managed since to ensure tamarisk would not reestablish. Individual conservation easements are sold on a project-by-project basis within the 19.4-acre area. This measure shall implement directives outlined in the site-specific DBESP. This measure shall be implemented to the satisfaction of the City Community Development Director in consultation with the affected resource agencies and mitigation bank management staff.

MM-BIO-5 Nesting Bird Survey. If construction activities occur during the nesting bird season (i.e., January 1 – August 31 for raptors and hummingbirds; February 1 – August 31 for all other birds), then a pre-construction nesting bird survey shall be conducted prior to and within three days of construction activities. The biologist shall have the authority to establish no disturbance buffers with the distances determined by factors such as species, tolerance of disturbance, nest

status, etc. If nesting bird surveys result in the need for a biological monitor to be present during construction activities, then one shall be present full-time to monitor construction activities to ensure no direct or indirect impacts occur to potential nest success. The biologist shall have the authority to suspend construction activities if potential impacts are observed

Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities.

If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other non-human causes of nest failure).

Cultural and Tribal Cultural Resources

MM-CUL-1 Inadvertent Cultural Resources Finds: For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist and Native American Monitor provided by the consulting tribes shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant, archaeologist and consulting tribes will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact the Consulting Tribe(s) and shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. If resources are found to be significant historical resources under CEQA then CUL 2 and/or CUL-3 shall apply. For the purposes of these measures, a Consulting Tribe is defined as a tribe that initiated the AB52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB52.

MM-CUL-2 Treatment and Disposition of Non-Tribal Cultural Resources: If significant resources are identified that are not identified by the qualified archaeologist and consulting

tribe(s) as a Tribal Cultural Resources, and the resources is of scientific/historical value, recovered materials shall be deposited in a federal or state recognized curation facility. The curation of the recovered materials shall be identified and funded by the Applicant and approved by the City. The site record for the resource shall be updated to include the final disposition of the recovered materials and will be submitted to the Eastern Information Center (ECIC).

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

1. Documentation: In conjunction with the qualified archaeologist, the tribal cultural resource shall be documented to the extent deemed appropriate by the consulting tribe(s) on the appropriate Department of Parks and Recreation (DPR) 523-series forms. The final disposition of the materials shall also be included on the site form.
2. Temporary Curation and Storage: During construction, all discovered resources shall be temporarily curated in a secure location to be mutually agreed to by the City, Project Archaeologist, and consulting tribes. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and
3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City Planning Department with evidence of same:
   a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
   b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:
   c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and.
   d. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, Eastern Information Center and interested tribes:

MM-CUL-4 Human Remains: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public

Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in MM CUL-3. If the MLD fails to make a recommendation regarding the treatment or the recommendation is not feasible per the property owner, then the remains shall be reburied with appropriate dignity and respect on the property in a location not subject to further disturbance. In the event the MLD fails to make a recommendation - ESA should be set up to prevent further disturbance. The ESA should not indicate that remains are buried there. This should be conducted in coordination with the NAM/D63.

Geology and Soils

MM-GEO-1 Paleontological Monitor: All earth-moving operations associated with the project shall be monitored by a qualified paleontologist. The monitor should be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and should collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. However, the monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of abundant or large specimens.

MM-GEO-2 Samples Processing: Collected samples of sediment should be processed to recover small fossils, and all recovered specimens should be identified and curated at repository with permanent retrievable storage.

MM-GEO-3 Report of Actions: A report of findings, including an itemized inventory of recovered specimens, should be prepared upon completion of the procedures outlined above. The report should include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont, would signify completion of the program to mitigate potential impacts to paleontological resources.

SECTION 1.0 BACKGROUND

1. Summary

Project Title:	City of Beaumont 2nd Street Improvements
Lead Agency Name and Address:	City of Beaumont 550 East 6th Street Beaumont, CA 92223
Contact Person and Phone Number:	Carole Kendrick Planning Manager 951-769-8518

Project Location:

The Project is located on 2nd Street from Pennsylvania Avenue east approximately 1,200 feet to existing improvements adjacent to the Home Depot Center.

General Plan Designation:	General Commercial and Community Commercial with a Transit Oriented Development (TOD) Overlay (adjacent land, streets have no GP designation)
Zoning:	Community Commercial with a TOD

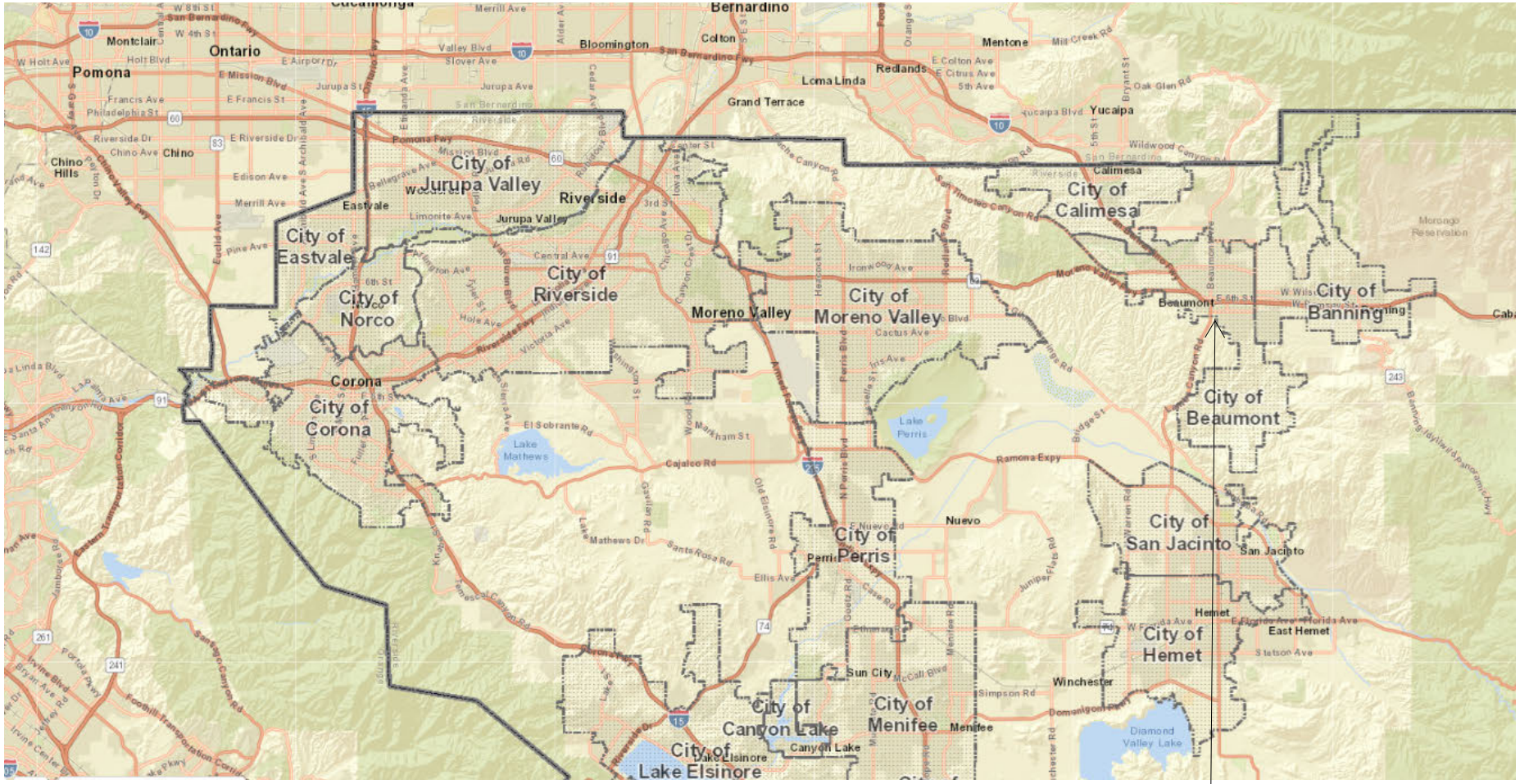
2. Introduction

The City of Beaumont is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the 2nd Street Improvement Project (Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

3. Surrounding Land Uses/Environmental Setting

The Project site encompasses approximately 5 acres and is located at 2nd Street from the westerly boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The Project site is located within public right-of-way in the City of Beaumont in Riverside County, California, approximately 1,000 feet south of Interstate 10 (I-10) between Pennsylvania Avenue and Commerce Way. Reference **Figure 1, *Regional Location Map*** and **Figure 2, *Vicinity Map***. The Project site is bounded by undeveloped land to the north, west, and southwest, a self-storage facility to the southeast, and existing commercial development to the east. The Project site is currently vacant land and does not contain any structures.

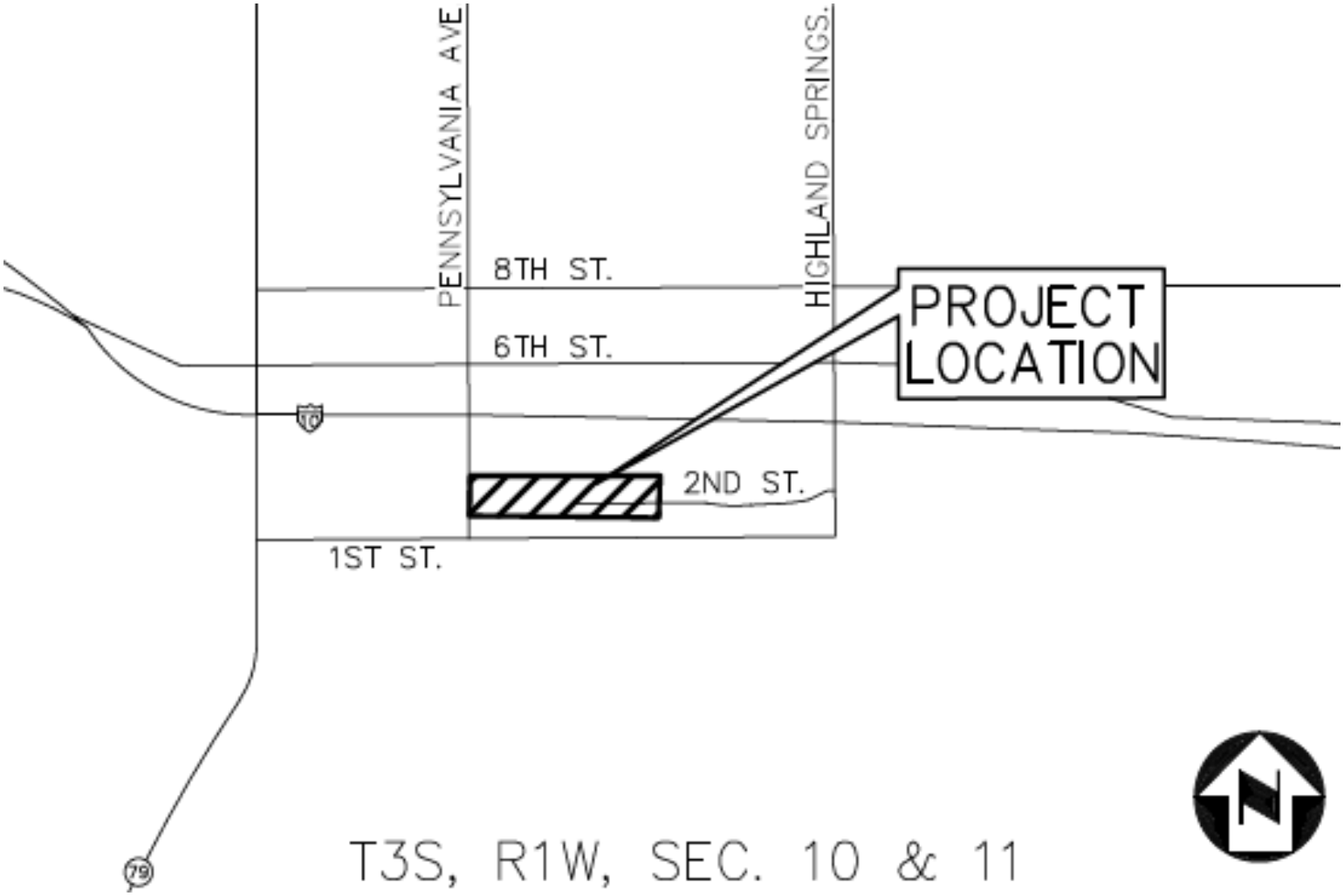
FIGURE 1
REGIONAL LOCATION MAP



Source: Map My County – https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

APPROXIMATE SITE LOCATION

FIGURE 2
VICINITY MAP



Source: Project Plans – (Appendix J)

SECTION 2.0 PROJECT DESCRIPTION

Overview

The City of Beaumont plans to alleviate traffic congestion on 1st Street between Highland Springs and Pennsylvania Avenue by extending 2nd Street from the westerly boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The improvements include widening and extending 2nd Street approximately 2,525 feet from the current terminus at the westerly boundary of First Street Self and RV Storage, to Pennsylvania Avenue. The Project site is relatively flat with elevations ranging from 2,576 feet to 2,593 feet above mean sea level (AMSL). Reference **Figure 3, *Aerial Photo***. This Project also entails widening 2nd Street approximately 862 lineal feet and extending it lineal 1,663 feet from its current terminus to the westerly boundary of the Home Depot shopping center. The Project will require construction of a new storm drain facility and may require improvements to existing drainage. The total potential disturbed Project site area is approximately 5 acres[1]. The site is bounded by commercial uses on the east end and to southeast and by vacant land on the north, west, and southwest. The General Plan land use and zoning designations of the adjacent land uses are General Commercial and Community Commercial with a Transit Oriented Development (TOD) Overlay.

The new roadway will be an extension of the existing E. 2nd Street on the west boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The new roadway and related improvements will provide safe and ready access to the commercial development for both pedestrians and vehicles from the west. The roadway will be designed to cross over the existing drainage culvert and have new culverts for the water crossings on the west side of the Project site. The new culverts will convey the anticipated water flows based on the requirements set forth by the City of Beaumont and the Riverside County Flood Control and Water Conservation District (RCFCWCD). In addition, the Project will have an effective signage and striping plan for the planned phasing as well as any detour plans needed during construction to minimize the effects on local drivers or pedestrians.

There is also a proposed Pennsylvania Avenue Improvement Project that will widen the existing Pennsylvania Avenue from 1st Street to 6th Street (just west of the proposed Project). This improvement project will include new curb and gutter, a raised median, cross culvert extensions, and improvements at 6th Street intersection. The Pennsylvania project lies to the west of the proposed E. 2nd Street Improvement Project. An additional capital works project is currently being planned to expand the Pennsylvania Avenue interchange including a new westbound on-ramp and eastbound off-ramp to the I-10 Freeway just south of the site. These improvements depend on Caltrans and timing has not yet been determined.

2nd Street is classified as a major roadway in the City's General Plan Mobility Element. The proposed Project will build within the existing right-of-way for a major roadway; however, this Project will be an interim improvement built to secondary roadway standards. The proposed road cross section allows the south-half to meet the curb alignment for a Major (38') while the north-half will need to be widened in the future (at developer's expense) to complete the Major section – this future improvement is not included as part of this proposed Project. The interim condition is essentially a secondary road but shifted from centerline. Reference **Figure 4, *Street Improvement Plan***.

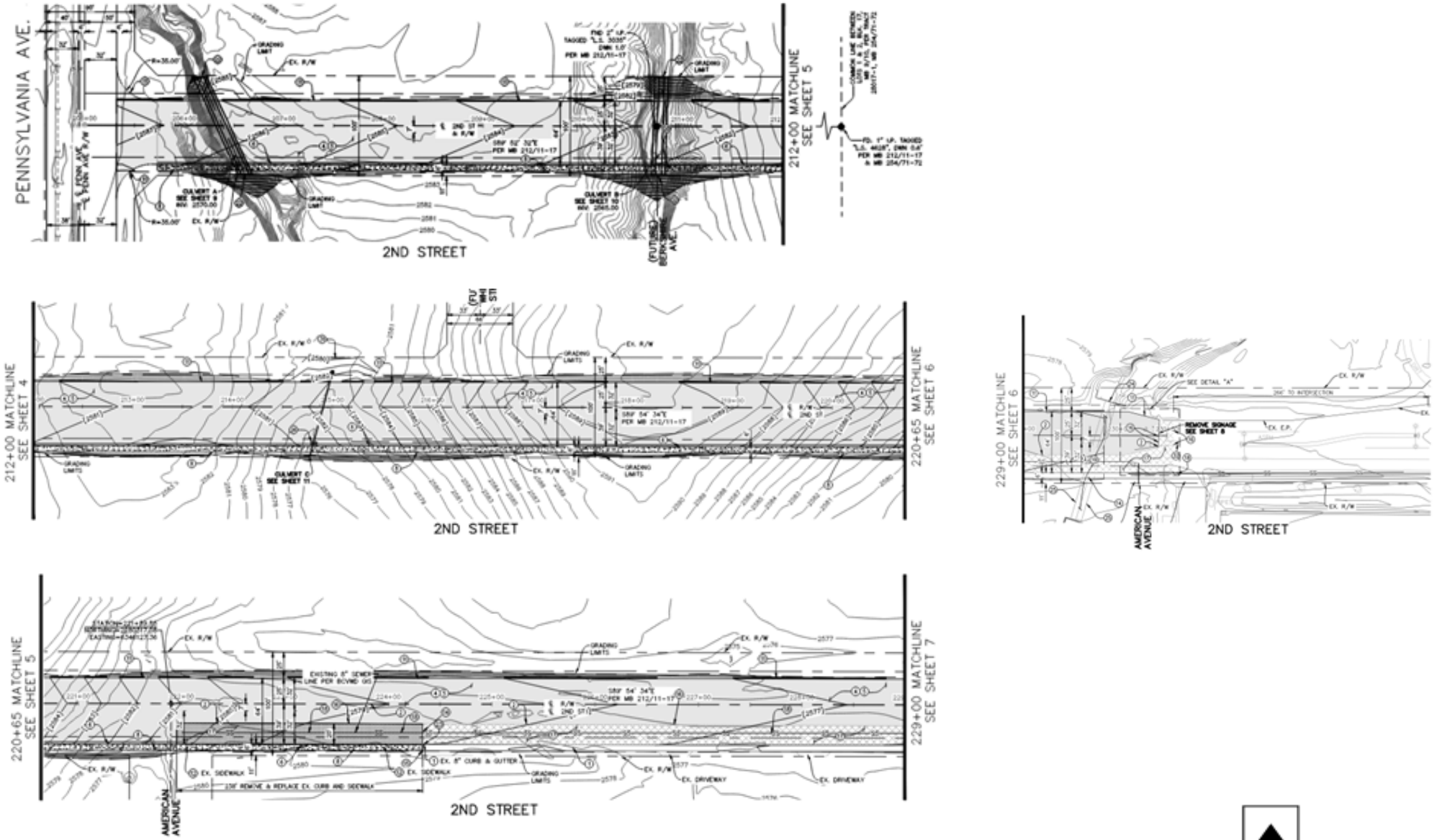
[1] The Project currently involves 172,932 square feet (approx. 5 acres) of roadway improvements. The air quality study used the previous estimated impact area of 162,578 square feet (3.7 acres) for its calculations. The air quality consultant (Urban Crossroads) has stated this discrepancy is minor and would not affect their conclusions regarding the Project emissions and impacts (i.e., less than SCAQMD thresholds and less than significant under CEQA).

FIGURE 3
AERIAL PHOTO

SITE AREA

Source: Google Maps https://www.google.com/maps

FIGURE 4
STREET IMPROVEMENT PLAN



Source: Project Plans – (Appendix J)

Right-of-Way

Right-of-way constraints were determined based on review of archival record research. Based on this review, it was determined that one right-of-way presented a potential constraint - the right-of-way associated with the westerly side of 2nd Street site. The westernmost section, to the north of E. 2nd Street, is dedicated to Loma Linda University. However, the Project will improve the current commercial site access and will benefit the existing commercial developments, the City, and local developers. The City will coordinate with Loma Linda University to obtain right-of-way and allow the City to proceed with the 2nd Street Improvement Project.

Potential Utility Conflicts

The City will coordinate the Project with local utility purveyors to prevent any conflicts with existing utility lines. Local utilities include but are not limited to the following: water lines, sewer lines, gas lines, electric lines and/or poles, cable lines, etc. Local utility purveyors were contacted and sent plans to identify any potential conflicts with their lines. After all existing utility lines were accurately plotted, only two potential conflicts were found:

- A sanitary sewer line extends from American Avenue to Commerce Way along E. 2nd Street.
- A storm drain system is located in a segment at E. 2nd Street.

All other existing utilities in place do not pose a potential utility conflict especially along the western portion of E. 2nd Street where no development is present.

Landscaping

The Project is a street extension and widening so there will be minimal landscaping requirements; however, street trees will be installed per the City's roadway standards.

Grading

This Project entails widening 2nd Street approximately 862 lineal feet and extending it lineal 1,663 feet from its current terminus to the westerly boundary of the Home Depot shopping center. The Project will require construction of a new storm drain facility and requires improvements to existing drainage. The total potential disturbed Project site area is approximately 5 acres. The Project site will also require grading including 4,611 CY of cut and 12,607 CY of fill resulting an estimated 7,996 CY of soil to be imported. Assuming 14 CY per load, the importation of soil will require one way 571 truck trips which will require approximately 11 days to deliver assuming 8 hours per day and 6 days per week.

Construction

As described above, the design of 2nd Street will be to secondary street standards with 4 travel lanes 2 in each direction and a pavement width of 64 feet. The approximate length of the designed road is 2,525 feet but the width of the right-of-way is 100 feet and the City's standard for a secondary street is a right-of-way width between 76-88 feet. On the east end, the asphalt concrete will be matched to the existing asphalt and concrete of the commercial center. On the west end, the drive intersection approach will be designed and constructed as part of the Pennsylvania Avenue Improvement Project described above. Per the Project plans, the cross section of the design shows that the asphalt concrete slopes away from the centerline at 2% for drainage purposes. On one side, water will be collected along the curb and gutter and on the other side along a dike. A 6-foot sidewalk is proposed for the

south side of the street which will slope at 2% toward the curb and gutter.

Schedule

At present, the Project is anticipated to be constructed beginning in 2022 and will require approximately one year to complete, although environmental constraints may delay the start of construction until mitigation is completed. Prior to construction of the new and expanded roadway sections, the existing roadway would have to be demolished. Construction of the new roadway will require new asphalt and 0.26 acre of new concrete sidewalks.

Regulatory Requirements, Permits, and Approvals

The following subsequent approvals would be required for implementation of the Project:

- Regulatory permitting from the California Department of Fish and Wildlife for impacts to riparian resources and drainages
- Regulatory permits from U.S. Army Corps of Engineers and Regional Water Quality Control Board relative to the federal Clean Water Act

Consultation with California Native American Tribe(s):

The City submitted notification letters to 23 Native American tribal governments or designated tribal representatives on March 30-31, 2022. Responses were received from the Agua Caliente Band of Cahuilla Indians on April 29, 2022, and again on June 3, 2022, the Morongo Band of Mission Indians on May 15, 2022, and the San Manuel Band of Mission Indians on May 9, 2022. A detailed summary of the consultation process is provided in Section 18 of this Initial Study.

SECTION 3.0 ENVIRONMENTAL FACTORS AND DETERMINATION

1. Environmental Factors Potentially Affected

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

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

2. Determination

On the basis of this initial evaluation:

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

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

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

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

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

November 2022
Date

Carole Kendrick
Planning Manager

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. Aesthetics

Environmental Setting

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

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The Project site is located 0.6 mile east of State Highway 79 and 1,000 feet south of I-10. Neither of these highways is designated as a State Scenic Highway by Caltrans. The nearest State Scenic Highway to the Project site is Highway 243, located approximately 4 miles to the east.

Visual Character of the Project Site

The Project site is located within public right-of-way in the City of Beaumont in Riverside County, California, approximately 1,000 feet south of Interstate 10 (I-10) between Pennsylvania Avenue and Commerce Way. The Project site is bounded by undeveloped land to the north, west, and southwest, a self-storage facility to the southeast, and existing commercial development to the east. The Project site is currently vacant land and does not contain any structures.

Sources: Caltrans California Scenic Highway Mapping System 2021; *Project Plans/Materials* (**Appendix J**); and City of Beaumont's Municipal Code.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**

The Project site is located south of the I-10 Freeway in a developing area of the City. The Project site is bounded by undeveloped land to the north, west, and southwest and developed commercial development to the southeast and east. The closest residential uses are located approximately 500 feet south of the site on the south side of East 1st Street. There are 6' high block walls at the rear of these homes along the south side of East 1st Street. In addition, there are streetlights along East 1st Street.

The City of Beaumont General Plan does not identify scenic vistas within its planning area. Current views of the San Gorgonio Mountains from the Project site are partially obstructed by

commercial development to the south of the Project site (i.e., between the Project site and existing homes). Development of the Project would not create additional obstructions since it would construct a flat street and not construct any new buildings or major improvements (other than streetlights) that could block views of the mountains to the north of the Project site. The Project will not have a substantial adverse effect on a scenic vista. No impacts will occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**

The Project site is located 1,000 feet south of I-10 and 0.6 mile east of State Highway 79. Neither of these highways is designated or eligible as a State Scenic Highway by Caltrans. The nearest State Scenic Highway to the Project site is Highway 243, located approximately 4 miles to the east. Since the Project itself is essentially flat except for streetlights, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts will occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized area, 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?			**X**	

The Project itself will be flat (i.e., at grade level) except for planned streetlights (**Figure 4, *Street Improvement Plan***) so the proposed improvements will not change the visual character of the Project site or surrounding area. The Project would not introduce structures or other built environment elements that would contrast with the existing development in the vicinity of the Project site. Furthermore, the design of the Project complies with all City street requirements (i.e., width, curbs/gutters, sidewalks, streetlights, etc.). Therefore, the Project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Lastly, the Project is not located in an urbanized area although the area could be classified as “urbanizing” and has a more “suburban” land pattern. Therefore, the Project will not conflict with applicable zoning and other regulations governing scenic quality. Any impacts will be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			**X**	

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

During operations, the Project would include streetlights for nighttime travelers along the roadway. There will also be signage that may result in minimal temporary glare during certain hours of the day. Streetlight fixtures would be shielded and directed downward to avoid spillover effects to surrounding properties.

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

Mitigation Measures: No mitigation measures are required.

2. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

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

The land use designation for the Project site is General Commercial with a Transit Oriented Development (TOD) Overlay. All land use designations adjacent to the Project site include Community Commercial with a TOD Overlay. The current zoning designation for the Project site is (CC) Community Commercial, also with a TOD Overlay.

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

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

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

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**

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

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

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

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

The Project site and surrounding properties are not currently used for agriculture. *Map My County* has mapped the Project site and surrounding properties as Farmland of Local Importance. The Project site is not currently being used for agriculture; therefore, the Project would not result in the conversion of farmland to a non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

3. Air Quality

Environmental Setting

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

CARB divides the state into air basins that share similar meteorological and topographical features. The Project site lies in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB is designated as a nonattainment area for the federal ozone and fine particulate matter ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for state ozone, coarse particulate matter (PM_{10}), and $PM_{2.5}$ standards. The Project site is located in the SCAQMD Banning Pass General Forecast Area and the Banning Pass Monitoring Area-29.

Sources: *2nd Street Improvement Project Air Quality, Greenhouse Gas, and Energy Analysis*, prepared by RK Engineering, 1-4-2022 (*AQ/GHG/Energy Analysis,* **Appendix B**); and the City of Beaumont 2040 General Plan and its EIR.

Note: Any tables or figures in this section are from the *AQ/GHG/Energy Analysis*, unless otherwise noted.

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

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

1. **Indicator:** Whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the Air Quality Management Plan (AQMP).

2. **Indicator:** According to Chapter 12 of the *SCAQMD CEQA Air Quality Handbook*, the purpose of the General Plan consistency findings is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would

interfere with the region's ability to comply with federal and California air quality standards.

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

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

Step 1: Project's Contribution to Air Quality Violations

According to the SCAQMD, the Project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As shown in Thresholds 3.b and 3.c, the Project would not generate regional or localized construction or operational emissions that would exceed SCAQMD's thresholds of significance.

If a project's emissions do not exceed the SCAQMD regional thresholds for volatile organic compounds (VOC), Nitrogen Oxide (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), PM_{10}, or $PM_{2.5}$, it follows that the project's emissions would not exceed the allowable limit for each pollutant in order for the region to attain and maintain ambient air quality standards, which is the primary goal of air quality plans. As shown in Threshold 3.b, the Project's regional construction and operational emissions would not exceed the SCAQMD regional thresholds of significance.

Furthermore, as described in Threshold 3.c, the Project's localized construction and operational emissions would not exceed the Project location-specific SCAQMD localized significance thresholds (LSTs). Considering this information, the Project's construction and operational emissions would not contribute substantially to potential air quality violations and thus would comply with the applicable air quality plan.

Step 2: Assumptions in AQMP

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

Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation or equivalent, and if the general plan was adopted prior to the applicable AQMP, then the growth of vehicle miles traveled (VMT) and/or population generated by said project would be consistent with the growth in VMT and population assumed within the AQMP. The City of Beaumont adopted its most recent General Plan in 2020 although the designation for 2nd Street has not changed since the previous General Plan was adopted in 2006 which is prior to the adoption of the AQMP. The current City of Beaumont General Plan does not have a land use designation for streets, nor do they have any specific zoning designation. However, 2nd Street is shown fully improved as a secondary street (64-foot width) in the City's Mobility Element of the General Plan.

The Project site itself is vacant since it is planned for the extension of a planned roadway. The

Project does not require a General Plan amendment or a change in zoning and is consistent with the Mobility Element of the General Plan. Therefore, development of the proposed Project is appropriately accounted for in the AQMP.

Step 3: Control Measures

The AQMP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. The Project would comply with all applicable SCAQMD rules and regulations which are described below. Therefore, the Project complies with applicable emission control measures in the AQMPs.

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

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

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

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

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily (Locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar BMPs shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.

- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

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

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

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

In summary, the Project would not exceed the growth assumptions in the AQMP based on the City's past and current General Plan (including the Mobility Element). The Project would not result in a regional or localized exceedance of criteria air pollutants and would comply with all applicable SCAQMD rules and regulations. Accordingly, the Project would not conflict with or obstruct implementation of the applicable air quality plans (2016 AQMP). Any impacts will be less than significant.

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

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

The Project proposes to extend 2nd Street from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue. Planned improvements include extending the street approximately 1,622 linear feet from its current terminus at the western boundary of First Street Self and RV Storage west to Pennsylvania Avenue and adding four new travel lanes and new concrete sidewalk. The Project also entails widening approximately 846 linear feet of 2nd Street from its current terminus to the western boundary of the Home Depot shopping center. The total

disturbance area is estimated at 5 acres.

The proposed road Project would generate regional criteria air pollutant and ozone precursor emissions resulting from short-term construction and long-term operational activities (i.e., travelers along the new roadway). SCAQMD has developed regional thresholds of significance for both construction and operational emissions. These thresholds are considered the allowable emissions limit for each project in order for the region to attain and maintain ambient air quality standards. Therefore, a project that would not generate daily regional emissions that exceed SCAQMD's thresholds would also not violate or contribute substantially to an existing or projected air quality violation. The Project's regional construction and operational emissions, which include both on-site and off-site emissions, are evaluated separately below.

Regional Thresholds

Construction Emissions

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

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

Regional Thresholds for Operational Emissions

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

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

Construction Regional Emissions

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

generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings and asphalt paving.

Table 3-1, *Regional Construction Emissions*, presents the Project's maximum daily construction emissions for each construction activity and during the entire construction period. For detailed assumptions, methodologies, and models used to estimate emissions, please refer to the *AQ/GHG/Energy Analysis*.

Table 3-1
Regional Construction Emissions

Activity	Air Pollutant Emissions (lbs/day)[1]					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Demolition	2.71	26.47	21.34	0.04	1.95	1.30
Site Preparation	3.24	33.13	20.42	0.04	9.33	5.40
Grading	2.38	36.91	19.25	0.10	6.12	2.97
Construction	2.02	17.00	19.47	0.04	1.76	1.03
Paving	1.53	8.84	12.92	0.02	0.66	0.46
Architectural Coating	2.75	1.34	2.32	0.00	0.23	0.11
Daily Maximum[1]	**3.24**	**36.91**	**20.42**	**0.10**	**9.33**	**5.40**
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Air pollutant emissions include both on-site and off-site activities and represent the worst-case daily emissions during either summer or winter.

As shown in **Table 3-1**, the Project's regional daily construction emissions would not exceed any of SCAQMD's thresholds of significance. Therefore, the short-term construction emissions would not violate or contribute substantially to an existing or projected air quality violation. The impact would be less than significant.

Operational Regional Emissions

Following construction of the Project, long-term operational emissions would be generated from daily travel along the completed roadway (i.e., daily operations). The Project is not expected to induce new automobile travel that would lead to area-wide increases in vehicle miles traveled (VMT) beyond what was already accounted for in the 2040 Beaumont General Plan EIR (adopted in 2020). The purpose of the Project is to alleviate traffic congestion on 1st street and provide more direct access to/from the commercial developments (Home Depot, etc.) and Pennsylvania Avenue.

Table 3-2, *Regional Operational Emissions*, presents the Project's maximum daily operational emissions relative to the applicable SCAQMD thresholds.

Table 3-2
Regional Operational Emissions

Activity	Air Pollutant Emissions (lbs/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.07	0.00	0.02	0.00	0.00	0.00
Total	**0.07**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

1 Air pollutant emissions represent the worst-case daily emissions during either summer or winter.

As shown in **Table 3-2**, the Project's regional daily operational emissions would not exceed any of SCAQMD's thresholds of significance. Therefore, the long-term daily operational emissions of the road Project would not violate or contribute substantially to an existing or projected air quality violation. The impact would be less than significant.

Cumulative Air Quality Impacts

As described above, the region is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. However, by its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the Project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

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

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

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

This impact evaluates the potential for the Project's construction emissions to expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors.

For the Project, the closest sensitive receptors are residential land uses located south of 1st Street, approximately 550 feet from the project site (more than 25 meters away). This analysis evaluates the potential for construction-related criteria air pollutant, ozone precursor, and toxic air contaminant (TAC) emissions to impact sensitive receptors.

Table 3-3, *Localized Significance Threshold Impacts*, illustrates the construction-related localized emissions and compares the results to the SCAQMD Localized Significance Thresholds (LST). As shown in **Table 3-3**, the Project's maximum daily on-site emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the Project's construction activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the Project's construction-related criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. It should be noted the Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control. The City considers compliance with SCAQMD dust control measures to be regulatory compliance and not unique mitigation under CEQA. With regulatory compliance, the Project's short-term construction-related impact to localized SCAQMD thresholds is less than significant.

Table 3-3
Localized Significance Threshold Impacts

Maximum Daily Emissions (lbs/day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	33.08	20.59	9.13	5.35
SCAQMD Construction LST Thresholds[2]	333.0	5,534.0	104.0	25.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

1 Maximum daily emission during summer or winter; includes on-site project emissions only.
2 Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-29, Banning Airport, 5-acre site, receptor distance 100 meters.

Carbon Monoxide Hotspot Analysis

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

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

Nevertheless, as part of the demonstration of CO attainment for the SoCAB (2003 Air Quality Management Plan and 1992 Federal Attainment Plan for Carbon Monoxide), SCAQMD evaluated potential CO exceedance throughout the air basin. As discussed in the 1992 CO Plan, peak CO concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections.

In the 1992 CO Plan, SCAQMD performed a CO hotspot analysis for the four busiest intersections in Los Angeles at the peak morning and afternoon peak-hours. The busiest intersection (Wilshire Boulevard and Veteran Avenue), which had traffic volumes of approximately 100,000 vehicles per day, was determined not to generate a CO hotspot even at peak morning and afternoon conditions. Thus, intersections with fewer than 100,000 vehicles per day would also not be anticipated to result in a CO hotspot.

The traffic impact report prepared as part of the Mobility Element and General Plan update in 2020 indicated peak hour traffic volumes for the intersections at the east and west ends of the Project to be well under 100,000 vehicles per day. Therefore, the Project and even cumulative traffic from General Plan growth to 2040, would not contribute a substantial amount of traffic to Project area intersections that could result in a CO hotspot. Thus, the operational CO impact would be less than significant.

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

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

stomachache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.

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

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

The Project consists of the extension and widening of 2nd Street and roadway construction is not typically considered an odor-generating activity. Facilities or activities typically associated with strong odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods.

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

Dust

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

As shown in **Table 3-1**, the Project's regional daily construction emissions would not exceed any of SCAQMD's thresholds of significance (including dust - PM_{10} and $PM_{2.5}$). Impacts will be less than significant.

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

Mitigation Measures: No mitigation measures are required.

4. Biological Resources

Source(s): *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, City of Beaumont, 2nd Street Improvements,* prepared by Searl Biological Services, 9-26-2022 (*MSHCP Report*, **Appendix C1**); *Jurisdictional Delineation Report, 2nd Street Improvements, City of Beaumont*, prepared by Searl Biological Services, 9-26-2022 (*JD Report*, **Appendix C2**); *Determination of Biologically Equivalent or Superior Preservation Report, 2nd Street Improvements, City of Beaumont*, prepared by Caskey Biological Consulting, 9-27-2022 (*DBESP Report*, **Appendix C3**); *Least Bell's Vireo Presence/Absence Protocol Survey Report, 2nd Street Expansion, City of Beaumont*, prepared by Searl Biological Services, 9-2-2021 (*LBV Survey*, **Appendix C4**); and Ordinance No. 810.2 (An Ordinance of the County of Riverside Amending Ordinance No. 810 to Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee).

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

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The *MSHCP Report* evaluated all of the listed and sensitive species of plants and animals covered by the MSHCP that could potentially be impacted by the proposed Project (for additional discussion, see Threshold 4.f below). While some of these species have been observed in the surrounding area in the past, the Project site does not contain or support any of these species due to its historical and ongoing level of disturbance and human activity. Protocol surveys for burrowing owl (BUOW) and Least Bell's Vireo (LBV) were conducted and found the Project area did not support these species. The *MSHCP Report* recommended **Mitigation Measures MM BIO-1** and **MM BIO-2** to address potential impacts to burrowing owl prior to grading.

In addition to species covered by the MSHCP, nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. Under **Mitigation Measure MM-BIO-5**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist will check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers will need to be established and observed.

The Project will be required to pay applicable MSHCP Mitigation Fees. These are standard fees and are not considered unique mitigation under CEQA.

Based on this data, the Project will not 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. Wildlife Service. Mitigation Measures related to burrowing owl (**MM-**

BIO-1 and **MM-BIO-2**) and nesting birds (**MM-BIO-5**), as well as a standard condition for payment of the applicable MSHCP fee, will help reduce potential impacts to less than significant levels.

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

The *MSHCP Report* and *JD Report* found four ephemeral water features (Drainages A-D), including Potrero Creek (Drainage C), within 100 feet of the Project ROW that potentially meet the criteria of a MSHCP Section 6.1.2 Riparian/Riverine Area. The Project as proposed would impact 0.33-acre of three of the drainages (A-C). As a result, the MSHCP requires a DBESP be prepared to identify onsite preservation or offsite compensation to address impacts to identified jurisdictional drainages.

As discussed in Threshold 4.f below, potential MSHCP Section 6.1.2 resources were assessed within 100 feet of the Project ROW. Two of the ephemeral features on the Project, designated as Features A and B, are the result of storm runoff from roadways and railroads and total 0.82-acre. Potrero Creek, designated as Feature C, was observed to be ephemeral, although it is designated as a United States Geological Survey (USGS) blue line intermittent stream on the Beaumont 7.5 Minute USGS California Quadrangle. Feature C was located on the eastern end of the Project area and totals 0.30-acre. Feature D was observed to be a human-made earthen ditch for storm water runoff and totals 0.06-acre.

Per the MSHCP, a *DBESP Report* was prepared for the Project that demonstrates that offsite compensation proposed for impacts to the four ephemeral waterways, including Potrero Creek and a human-created ditch, present on the proposed Project, will provide biologically equivalent or superior resources compared to the onsite resources. Therefore, these impacts require subsequent regulatory permitting through affected resource agencies as described in **Mitigation Measure MM BIO-3**, and the offsite compensation is described in **Mitigation Measure MM BIO-4**.

With implementation of the recommended mitigation, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service. Impacts will be less than significant with mitigation.

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

The *MSHCP Report* and JD Report found no evidence of any habitat meeting the criteria of a wetlands or vernal pool on the Project site (for additional discussion, see Threshold 4.f below). Therefore, no impacts to vernal pools will occur with Project implementation. In addition, no suitable habitat for fairy shrimp was detected on the Project site. Therefore, the Project will not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact will occur, and no mitigation is required.

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

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. A number of resident and migratory birds utilize the general Project area although the site itself is disturbed and contains no native habitat. For additional discussion, see Threshold 4.f below.

The Project site does not contain any trees that could encourage bird nesting. However, due to its level of disturbance, the site contains no native wildlife nursery sites, and the site itself is not identified as being part of or functions as a migratory wildlife corridor for any fish or wildlife species.

Impacts to nesting bird species must be avoided at all times. The period from approximately February 1 to August 31 is the expected breeding season for bird species occurring in the Project area, including raptors. Under **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal is initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**, impacts to nesting birds (including burrowing owl) will be less than significant.

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

The Beaumont Municipal Code (BMC) contains Chapter 12.20 - Trees which regulates tree removal in the City. If any trees are required to be removed by permanent or temporary construction activities of the Project, the City will comply with BMC requirements in terms of

documenting and replacing trees that need to be removed. This is considered regulatory compliance and not unique mitigation under CEQA. Therefore, impacts will be less than significant with regulatory compliance and no mitigation is required.

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

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). This analysis was prepared to comply with the required MSHCP assessments to determine if the proposed Project is consistent with the goals and objectives of the MSHCP. A biological assessment of the property was conducted which included archival research, field surveys, and a search of governmental databases. The Project site is located in the City of Beaumont, west of the existing 2nd Street between 1st Street and Interstate 10 (I-10) and east of Pennsylvania Avenue, approximately 0.2-mile aerial mile south/southeast of the Pennsylvania Avenue and I-10 intersection. The Project development footprint is approximately 5 acres while the right-of way (ROW) area covers a total of 6.44 acres, and the 100-foot survey buffer area covers 20.52 acres (see **Figure 4-1, *Biological Assessment Area***). The Project site and most of the ROW area and 100-foot survey buffer area support mainly disturbed or weedy (ruderal) vegetation such as non-native grasslands (see **Table 4-1, *Local Vegetation***).

Table 4-1
Local Vegetation

Vegetation Type	**Project Site[1]**	**Project Right-of-Way[1]**	**100-Survey Buffer Area[1]**
Developed	0.77 acres	1.25 acres	3.97 acres
Disturbed Native Vegetation (willow scrub, etc.)	0 acres	0 acres	0.99 acres
Ruderal (Disturbed) and Non-Native Grasslands	4,31 acres	5.19 acres	16.46 acres
TOTAL	**5.08**	**6.44**	**20.52**

Source: Table 1, MSHCP Report, Appendix C1

[1] See **Figure 4-1** for boundaries of the biological assessment areas

The Project site is located in The Pass Area Plan (TPAP) of Riverside County but is not located within any MSHCP Subunit or a Criteria Cell. Therefore, no portion of the site is designated by the MSHCP for long-term conservation and no Reserve Assembly Analysis is required for the Project. The MSHCP also does not list the proposed Project as a “Covered Road” or “Covered Public access Facility” so a comprehensive MSHCP Consistency Analysis (*MSHCP Report*) was performed for the Project.

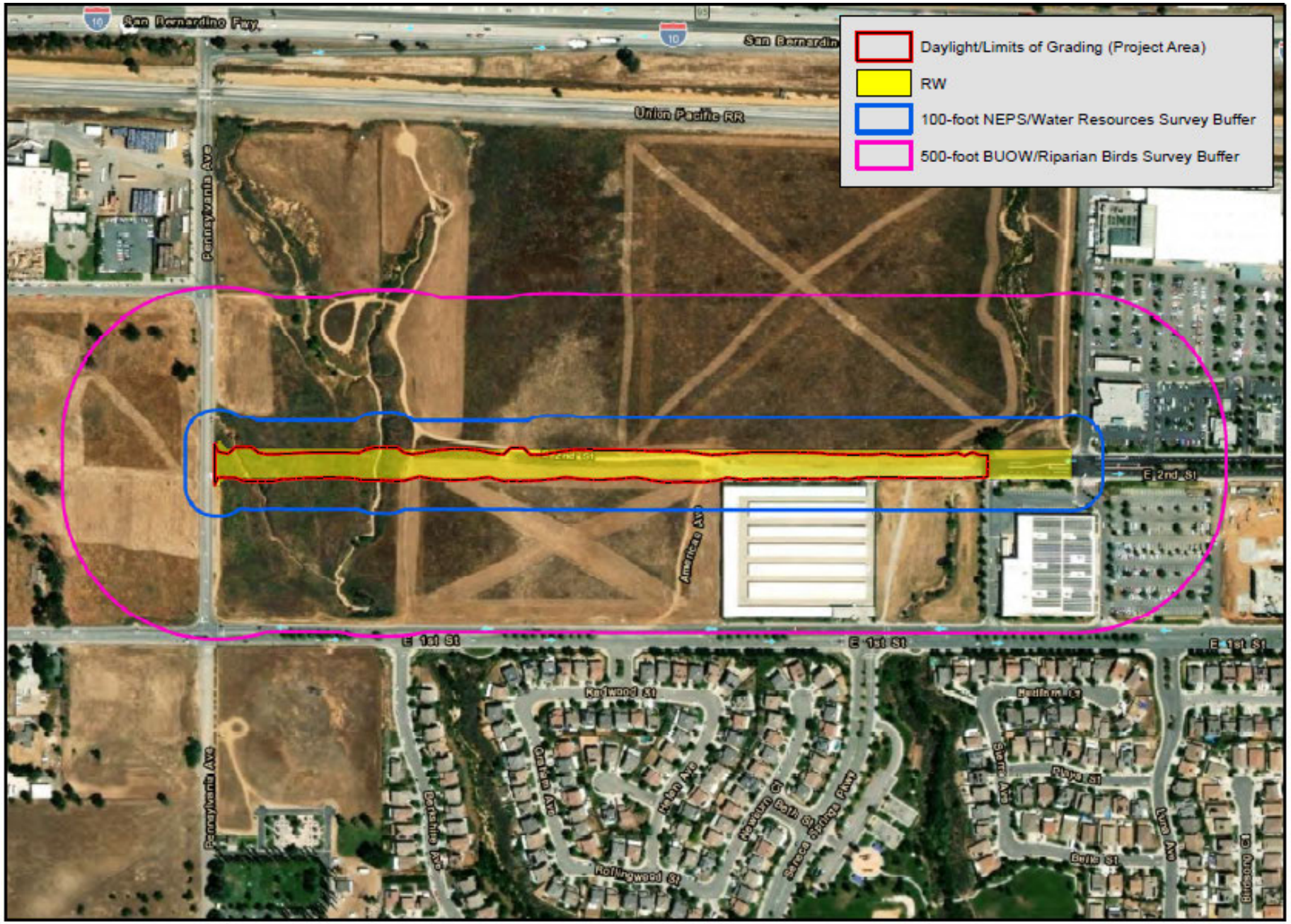
The *MSHCP Report* found four ephemeral water features (A-D), including Potrero Creek (Drainage C), within 100-feet of the Project ROW that potentially meet the criteria of a MSHCP Section 6.1.2 Riparian/Riverine Area. The Project as proposed would impact 0.33-acre of three of the drainages. The Project site is relatively disturbed but is located within MSHCP-designated

assessment areas for the following specific resources which are analyzed in detail below:

- *Protection of Narrow Endemic Plant Species* (NEPS) Assessment Area No. 8 (Section 6.1.3).
- *Burrowing Owl* (*Athene cunicularia*) (BUOW) (Section 6.3.2).
- *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools* (Section 6.1.2).
- *Guidelines Pertaining to the Urban/Wildlands Interface* (Section 6.1.4).

The Project site and ROW area are not within designated survey areas for Criteria Area Plant Species (CAPS)(Section 7.1), Amphibians (Section 7.2), or Delhi Sands Flower-Loving Fly (DSFLF)(Section 8.1). Therefore, there will be no impacts in this regard and no mitigation is required.

FIGURE 4-1
BIOLOGICAL ASSESSMENT AREA



Source: MSHCP Report – (Appendix C1)

Narrow Endemic Plant Species (NEPS)

The Project site and ROW areas within 100 feet of the site are located in NEPS Assessment Area No. 8. The MSHCP found a potential for 14 NEPS species but only two targeted NEPS species had a potential to occur on the Project site. Therefore, a habitat suitability assessment was conducted for the Many-Stemmed Dudleya (*Dudleya multicaulis*) and the Yucaipa Onion (*Allium marvinii*). The *MSHCP Report* concluded the Project area lacked the necessary habitat requirements, specifically clay soils, for these two targeted NEPS species. Therefore, there will be no impacts in this regard and no mitigation is required.

Burrowing Owl (BUOW)

The Project site is located within a MSHCP-designated assessment area for BUOW which is a priority 2 California Species of Special Concern (SSC) and is a Covered species under the MSHCP. Habitat for the BUOW primarily consists of open grasslands but it can also occur in disturbed areas including agriculture. BUOW most often utilize burrows of other animals, mainly California ground squirrel (*Spermophilus beecheyi*) but can also use larger mammal burrows. Per the MSHCP guidelines, a habitat suitability assessment for BUOW was conducted onsite and within 500 feet of the Project ROW. The *MSHCP Report* determined that 67.65-acres of suitable habitat for BUOW was present, so a BUOW protocol survey was then conducted. BUOW was not detected and was determined to be absent from the area. However, the *MSHCP Report* recommended a 30-Day Pre-Construction BUOW Survey per the MSHCP be performed prior to ground disturbance due to the presence of suitable BUOW habitat (see **Mitigation Measures MM-BIO-1** and **MM-BIO-2**).

Riparian/Riverine/Vernal Pool Resources

The distribution of riparian plant species is largely driven by hydrological and soil variables and riparian plant communities frequently occur in relatively distinct zone along streamside elevational and soil textural gradients. Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were not identified during field surveys conducted by biologists. The survey area lacks suitable habitat for Riverside fairy shrimp, vernal pool fairy shrimp, Santa Rosa Plateau fairy shrimp, or other vernal pool species (including plants). These species are absent from the survey area.

The soil profile indicates the Project area is underlain by moderately well to well drained sandy soils, so no vernal pools would be expected. Vernal pools are depressions in areas where a hard underground layer prevents rainwater from draining downward into the subsoils.

MSHCP Section 6.1.2 requires all subject properties under the jurisdiction of the MSHCP that are proposing a land use change/applying for a discretionary permit to conduct a MSHCP Section 6.1.2 assessment. This includes a habitat assessment for Riparian/Riverine Areas, Vernal Pools, three fairy shrimp species; 1) Riverside fairy shrimp (*Streptocephalus woottoni*) (RFS); 2) vernal pool fairy shrimp (*Branchinecta lynchi*)(VPFS); and 3) Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*)(SRPFS), and three bird species; 1) Least Bell's Vireo (LBV); 2) Southwestern Willow Flycatcher (*Empidonax traillii extimus*)(SWFL); and 3) Yellow-billed Cuckoo (*Coccyzus americanus*)(YBC). If the assessment identifies suitable habitat for any of the six-species associated with Riparian/Riverine Areas and Vernal Pools listed above, and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures will be implemented in

accordance with the MSHCP's species-specific objectives for these species.
A habitat suitability assessment for MSHCP Riparian Birds was conducted within 500-feet of the ROW which determined that 0.75-acre of marginally suitable habitat for LBV was present within the 500-foot survey area but absent within the Project site boundaries. LBV has also been documented to occur within 0.5-mile of the Project. Therefore, a protocol *LBV Survey* was conducted but the species was not detected and was determined to be absent from the Project area.

The *MSHCP Report* found four ephemeral water features within 100-feet of the Project ROW area that potentially meet the criteria of a MSHCP Section 6.1.2 Riparian/Riverine Area. The Project as proposed would impact 0.33-acre of three of the four drainages (A-C) which will require subsequent regulatory permitting through one or more resource agencies as outlined in the Jurisdictional Delineation Report (*JD Report*) and the Determination of Biologically Equivalent or Superior Preservation Report (*DBESP Report)*. Based on the Project design, the total potential impact to the three features was 0.33-acre (per Table 5, *MSHCP Report*).

In addition, the *JD Report* indicates that Project development will impact 0.17 acre of land considered "Waters of the United States" under federal jurisdiction and "Waters of the State" under state jurisdiction, as well as 1.17 acres of land considered "riparian resources" also under state jurisdiction (per Tables 3 and 4, *JD Report*), as summarized in **Table 4-2, *Jurisdictional Resources***. These areas are delineated on **Figure 4-2, *Local Drainages***.

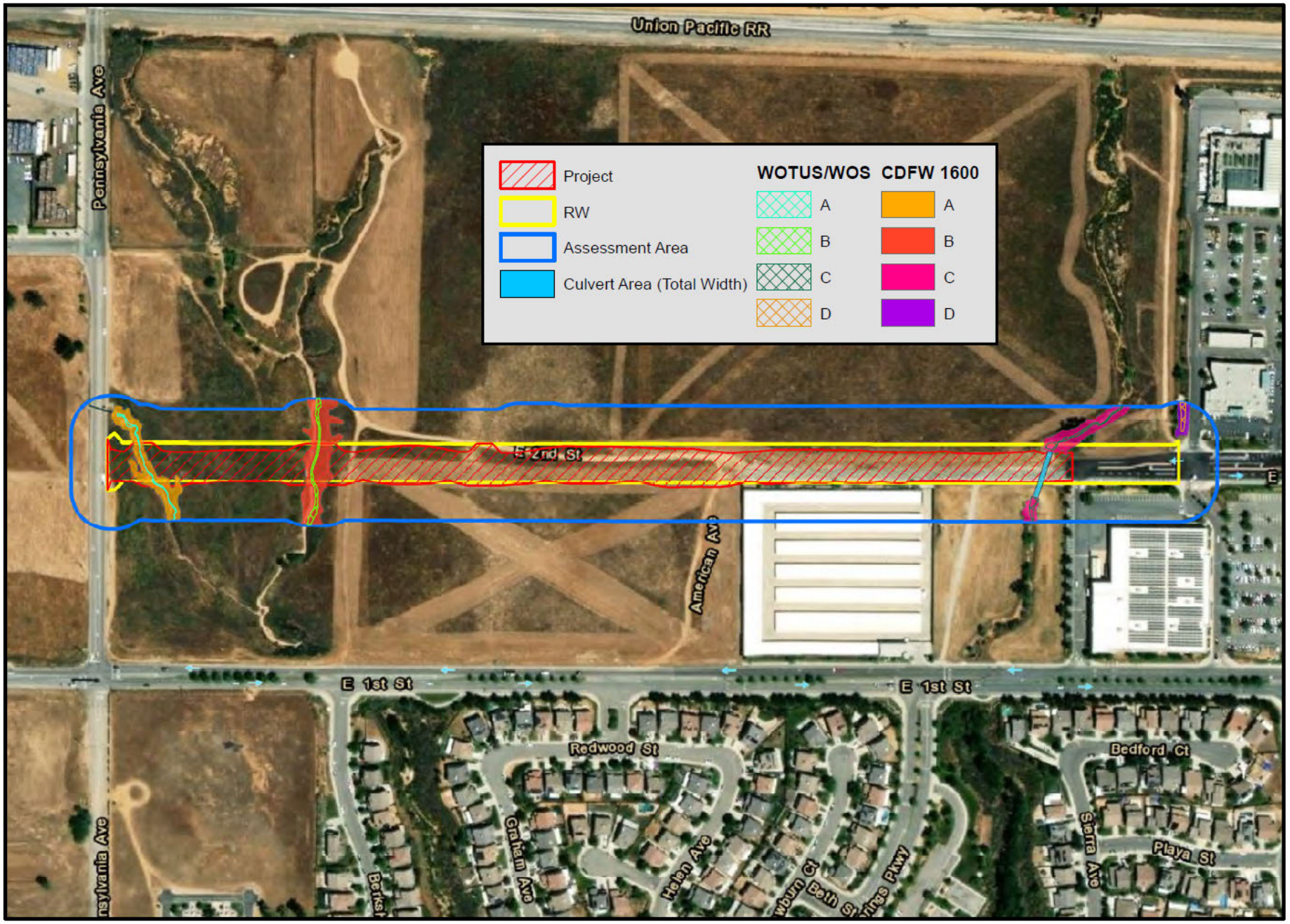
Table 4-2
Jurisdictional Resources

Drainage Feature	"Waters of the US" (WOTUS) or "Waters of the State" (WOS)			Riparian Resources (CDFW 1600 Jurisdiction)	
	Linear Feet	Square Feet	Acres	Square Feet	Acres
A	129.2	168.9	0.004	6,083.3	0.14
B	111.7	482.2	0.010	7,136.5	0.16
C	15.3	358.2	0.008	1,366.2	0.03
D	0	0	0	0	0
Total	**256.4**	**1,009.3**	**0.02**	**14,586.0**	**0.33**

Source: Table 5, JD Report, Appendix C2

The Project proposes the installation of culvert crossings within two of these features. Grading associated with the Project will cross a small portion of a third feature, where a culvert crossing is already present. The appropriate regulatory agencies will be consulted on the impacts to the potential Riparian/Riverine Areas. Offsite mitigation through an approved mitigation bank, in-lieu fee program, and/or permittee responsible conservation easement program is anticipated as described in the *DBESP Report*.

FIGURE 4-2
LOCAL DRAINAGES



Source: JD Report – (Appendix C2)

Based on the results of the *JD Report* and the *DBESP Report*, **Mitigation Measures MM-BIO-3** and **MM-BIO-4** are recommended to reduce impacts to jurisdictional drainage features to less than significant levels.

Nesting Birds

The Migratory Bird Treaty Act of 1918 (MBTA) created the following:

"Establishment of a Federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention . . . for the protection of migratory birds . . . or any part, nest, or egg of any such bird."

Further, the California Fish and Game Code (CFGC) states the following:

CFGC 3503: "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

CFGC 3503.5: "It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Development of the proposed Project during resident or migratory bird nesting periods (February 1 through August 31) may have significant impacts on nesting birds if they are present onsite during grading or construction. Therefore, the *MSHCP Report* recommended subsequent regulatory permitting as outlined in **Mitigation Measure MM-BIO-5** to prevent significant impacts to these resources.

Urban/Wildlands Interface

MSHCP Section 6.1.4 provides recommendations and guidelines to minimize potential "edge effects" resulting from development projects being located next to MSHCP Reserve Assembly or MSHCP conserved resources. Edge effects include adverse direct and indirect effects to species, habitats and vegetation communities along the natural urban/wildlands interface, predation by native and non-native predators, invasion by exotic species, noise, lighting, urban runoff and other human-related impacts such as trampling of vegetation, trash and toxic materials dumping. Physical measures such as buffers and/or barriers are typically installed to control drainage, toxics, lighting, noise, and invasive species. The *MSHCP Report* concluded the Project is not located adjacent to or near MSHCP Criteria Areas, so MSHCP Section 6.1.4 measures are not required. There will be no impacts in this regard and no mitigation is required.

MSHCP Conservation Goals

The Project site is not located within any MSHCP Subunit, or a Criteria Cell, and no portion of the site is designated by the MSHCP for long-term conservation. Therefore, no impacts to the MSHCP Conservation Goals are anticipated.

Reserve Assembly Analysis

According to the *MSHCP Report*, the Project site is not located within any MSHCP Subunit, or a Criteria Cell, and no portion of the site is designated by the MSHCP for long-term conservation. Based on the MSHCP's existing conservation goals, the proposed Project would have less than significant impacts on the MSHCP, so no mitigation is required or recommended for this Project relative to MSHCP reserve assembly.

MSHCP Mitigation Fee

Section 6 of the MSHCP requires:

"*Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP*."

The MSHCP Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. This is a standard City Condition of Approval – it is considered regulatory compliance and not considered unique mitigation under CEQA.

Summary

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to standard conditions and implementation of **Mitigation Measures MM-BIO-1** through **MM-BIO-5** regarding protection of burrowing owl, jurisdictional drainage resources, and nesting birds will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (i.e., impacts are less than significant with mitigation).

Mitigation Measures

MM-BIO-1 Preconstruction Survey for Burrowing Owl. A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the presence or absence of burrowing owl on the Project site. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the County will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the CDFW (2012).

The following measures are recommended in the California Department of Fish and Wildlife (CDFW) guidelines to avoid impacts on an active burrow:

- No disturbance shall occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season.

- No disturbance shall occur within 75 meters (approximately 250 feet) of occupied burrows during the breeding season.

To prevent unavoidable impacts, passive or active relocation of burrowing owls shall be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW.

MM-BIO-2 Burrowing Owl Avoidance/Relocation. If active burrowing owl burrows are detected outside the breeding season (September through January) during the survey outlined in **MM-BIO-1**, or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and the United States Fish and Wildlife Service (USFWS). Construction activity may not occur within 500 feet of the active burrow. If active nests are identified onsite, the nests shall be avoided, or the owls actively or passively relocated to an appropriate offsite location to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place within 250 feet of an active nest during the breeding season (February 1 through August 31) and 160 feet during the non-breeding season. This measure shall be implemented to the satisfaction of the City Planning Department.

If active burrowing owl burrows are detected outside the breeding season, passive and/or active relocation may be undertaken following consultation with and approval by the CDFW and/or USFWS. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. This measure shall be implemented to the satisfaction of the County Resource Conservation Authority (RCA).

MM-BIO-3 Regulatory Permitting. Prior to the start of any clearing or grading on the Project site, the City shall obtain the necessary environmental regulatory permits from the affected federal and/or state resource agencies. This may include federal Clean Water Act Section 404 permitting through the U.S. Army Corps of Engineers, with possible consultation with the U.S. Fish and Wildlife Service, state permitting through the California Department of Fish and Wildlife relative to 1600 riparian resources and/or California Fish and Game codes, and federal Clean Water Act Section 401 Certification through the Regional Water Quality Control Board. This measure shall be implemented to the satisfaction of the City Community Development Director in consultation with the affected resource agencies.

MM-BIO-4 Offsite Riverine Habitat Compensation. Based on the grading footprint and ROW alignment as of September 2022, the Project will permanently impact 0.30-acre of ephemeral Riverine habitat in Features A and B by installing culverts, and temporarily impact 0.03-acre of ephemeral Riverine habitat in Feature C through minor grading activities. Based on these total impacts, the City will purchase offsite mitigation credits totaling 0.96-acre, a 3:1 mitigation to impact ratio for permanent impacts and 2:1 mitigation to impact ratio for the temporary impacts. The City will purchase Permittee Responsible credits at the Wilson Creek Habitat Restoration Plan (WCHRP) site in Aguanga, California to offset said impacts. This mitigation would provide a superior resource for MSHCP Covered Species in perpetuity by enhancing and restoring this portion of Wilson Creek through the planting of the appropriate native species. The WCHRP has been approved as a Permittee Responsible mitigation site since 2011. It totals 19.4-acres of streambed habitat where 100% of the tamarisk (*Tamarix ramosissima*) was already removed in 2011 and has been managed since to ensure tamarisk would not reestablish. Individual conservation easements are sold on a project-by-project basis within the 19.4-acre area. This measure shall implement directives outlined in the site-specific DBESP. This measure shall be

implemented to the satisfaction of the City Community Development Director in consultation with the affected resource agencies and mitigation bank management staff.

MM-BIO-5 Nesting Bird Survey. If construction activities occur during the nesting bird season (i.e., January 1 – August 31 for raptors and hummingbirds; February 1 – August 31 for all other birds), then a pre-construction nesting bird survey shall be conducted prior to and within three days of construction activities. The biologist shall have the authority to establish no disturbance buffers with the distances determined by factors such as species, tolerance of disturbance, nest status, etc. If nesting bird surveys result in the need for a biological monitor to be present during construction activities, then one shall be present full-time to monitor construction activities to ensure no direct or indirect impacts occur to potential nest success. The biologist shall have the authority to suspend construction activities if potential impacts are observed

Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities.

If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other non-human causes of nest failure).

5. Cultural Resources

A Phase I Historical/Archaeological Resources Survey (*Phase I H/ARS*) was prepared by CRM TECH on October 10, 2021 for the Project to determine if cultural resources were present in or adjacent to the Project site and assess the sensitivity of the Project site for undiscovered or buried cultural resources. The cultural context of the Project site including regional and local prehistory, ethnography, and regional and Project site histories can be found in the *Phase I H/ARA* prepared for the Project.

The analysis of cultural resources was based on a records and literature search conducted at the Eastern Information Center (EIC) of the California Historical Resources Information System at University of California Riverside on June 9, 2021, and a site visit/pedestrian survey was conducted on July 1, 2021. The literature search included the results of previous surveys within a half-mile (800 meters) radius of the Project site.

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) indicated no information regarding Sacred Lands or other cultural resources in the area. In addition to the search of the Sacred Lands File, the NAHC identified 13 Native American groups with historical and traditional ties to the Project site.

Sources: *Phase I Historical/Archaeological Resources Survey, Second Street Improvement Project*, prepared by CRMTECH 10-10-2021 (*Phase I H/ARS,* **Appendix D**).

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

A *Phase I H/ ARS* was prepared for the Project site to identify cultural resources that could be affected by the Project. A cultural resources record search was conducted at the EIC and a search of Sacred Lands File of the NAHC was requested. Sources consulted to identify historic properties included the current inventories of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmark (CHL), and California Point of Historical Interest (CPHI). The Historic Resource Inventory (HRI) and archival maps were also reviewed to determine the existence of previously documented cultural resources. The record search included a 1/2-mile buffer around the perimeter of the Project area. The results of the combined record searches for the Project indicate that at least 11 cultural resources investigations have been conducted within a 1/2-mile radius of the Project.

There have been eight cultural resources recorded within a 1/2-mile radius of the Project area. All of the sites dated to the historic period, and no prehistoric (i.e., Native American) archaeological resources have been identified in the project vicinity. The eight known sites were primarily buildings and linear features such as the Southern Pacific Railroad, Sixth Street, and

the power transmission line along First Street. None of these sites were found in the immediate vicinity of the project area, and thus they require no further consideration.

On July 1, 2021, following the records search at the EIC, CRM Tech archaeologist visited the site to conduct an intensive pedestrian survey. Visibility was excellent along the east-west alignment of the project area but was poor along the north-south alignment. No cultural resources were observed during the site survey.

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

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

No archaeological resources have been previously recorded on the Project site and none were recorded during the site visit. However, there remains the possibility that unrecorded cultural resources could be present beneath the ground surface and, if present, may be exposed during Project construction. As previously stated in response to question 5.a, the Applicant would retain a qualified archaeologist to recover, identify, document, and deposit the find in a local institution for curation. With the implementation of **Mitigation Measures MM-CUL-1** through **MM-CUL-3** impacts to significant archaeological resources would be less than significant.

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

Based on the records search from EIC, no formal cemeteries are located in or near the Project site and no human remains have been reported in the Project vicinity. Most Native American human remains are found in prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within the Project site. Therefore, the Project as little potential to disturb human remains. If potential human remains are encountered the Project would comply

with CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 with the implementation of **Mitigation Measure MM-CUL-4**. With the implementation of **Mitigation Measure MM-CUL-4** impacts would be less than significant.

Mitigation Measures:

MM-CUL-1 Inadvertent Cultural Resources Finds: For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist and Native American Monitor provided by the consulting tribes shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant, archaeologist and consulting tribes will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact Consulting Tribe(s) and shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. If resources are found to be significant historical resources under CEQA then CUL 2 and/or CUL-3 shall apply. For the purposes of these measures, a Consulting Tribe is defined as a tribe that initiated the AB52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB52.

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

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

1. Documentation: In conjunction with the qualified archaeologist, the tribal cultural resource shall be documented to the extent deemed appropriate by the consulting tribe(s) on the appropriate Department of Parks and Recreation (DPR) 523-series forms. The final disposition of the materials shall also be included on the site form.
2. Temporary Curation and Storage: During construction, all discovered resources shall be temporarily curated in a secure location to be mutually agreed upon by the City, Project Archaeologist, and consulting tribes. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and
3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all

cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City Planning Department with evidence of same:

a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation:

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

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

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

6. Energy

The City of Beaumont General Plan does not have a specific land use designation or zoning classification for the Project (i.e., City streets). Electricity is provided to the Project area by Southern California Edison and natural gas is provided by Southern California Gas.

Sources: California Building Standards Code, Title 24; California Energy Commission; City of Beaumont Climate Action Plan; City of Beaumont Energy Action Plan; *2nd Street Improvement Project Air Quality, Greenhouse Gas, and Energy Analysis*, prepared by RK Engineering, 1-4-2022 (*AQ/GHG/Energy Analysis,* **Appendix B**); and *2nd Street Improvement Project Traffic Assessment, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021 (*TA,* **Appendix I**).

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

The Project consists of extending 2nd Street, from the western boundary of the Home Depot shopping center west to Pennsylvania Avenue. The improvements include extending the road approximately 1,622 linear feet from its current terminus at the westerly boundary of First Street Self and RV Storage, to Pennsylvania Avenue to add four new travel lanes. This Project also entails widening approximately 846 linear feet of 2nd Street from its current terminus to the western boundary of the Home Depot shopping center.

The following qualitative energy conservation analysis documents that the Project will reduce wasteful, inefficient and unnecessary consumption of energy during construction and operation. CEQA Guidelines, Appendix F, Energy Conservation, describes the framework within which energy conservation is analyzed. Conserving energy implies the wise and efficient use of energy through decreasing overall per capita energy consumption, decreasing reliance on fossil fuels (such as coal, natural gas and oil), and increasing reliance on renewable energy sources. Under CEQA, a potentially significant impact may occur due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Temporary construction energy use would consist primarily of petroleum fuels (diesel and gasoline) for off-road equipment and worker/hauling vehicle trips. Several standard conditions of approval and City construction management practices will help minimize wasteful, inefficient or unnecessary energy consumption during construction. This includes minimizing engine idling times and the simultaneous operation of multiple pieces of equipment, establishing an electrical supply to the site and utilizing recycled aggregate as appropriate. With the implementation of these standard actions, Project impacts are considered less than significant.

Operational energy usage would primarily consist of electricity for street lighting. The Project proposes that all streetlight luminaires be LED (light-emitting diode) technology which at present is the most energy conserving design for streetlights. The Project is not expected to

induce new automobile travel that would lead to area-wide increases in vehicle miles traveled (VMT), therefore, any increased gasoline usage associated with vehicle trips from the buildout of the Project would be negligible. For these reasons, the Project would not result in the wasteful, inefficient or unnecessary usage of energy during operation.

The construction of the street would meet applicable requirements of the California Building Standards Code, Title 24, and energy efficient LED lighting technology would be used for new street lighting to reduce energy consumption. These standards would help reduce the amount of energy required for new streetlighting and promote energy conservation. The Project would comply with these standards and policies would, therefore, not result in an inefficient, wasteful, or unnecessary use of energy.

Finally, travelers along the new roadway would spend less time on the more congested 1st Street which would reduce congestion at intersections along that street which contributes to cars idling longer and consuming more fuel. In this way the operational energy impacts of the Project would be less than significant.

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

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

Under CEQA, a potentially significant impact may occur if the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The construction of the street would meet requirements of the California Building Standards Code, Title 24, and energy efficient LED lighting technology would be used for new streetlights to reduce energy consumption.

The Project will also comply with Senate Bill (SB) 100, the State's landmark policy that require renewable energy and zero carbon resources supply 100 percent of electric retail sales by 2045. By obtaining electricity used for street lighting through Southern California Edison (SCE), the project will ensure compliance with SB 100. Therefore, the project is not expected to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Finally, the Project will have to comply with the City of Beaumont's Climate Action Plan (CAP), *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions,* which was adopted by the City in 2015. The City's CAP is consistent with the State's adopted AB 32 GHG reduction target to reduce GHG emissions to 1990 levels by the year 2020. An important aspect of reducing GHG emissions state-wide is the efficient use of energy (e.g., electricity, natural gas, and vehicle fuels). The following goals and policies of the Sustainable Beaumont Plan may be relevant to the Project:

- **Goal 6:** Decrease energy demand through reducing urban heat island effect

- **Policy 6.1:** Tree Planting for Shading and Energy Efficiency
- **Policy 6.2:** Light-reflecting Surfaces for Energy Efficiency
- **Goal 7:** Decrease GHG emissions through reducing VMT
- **Policy 10.1:** Energy Efficiency and Renewable Energy in new development

The Project's consistency with the relevant goals and policies of that Plan is assessed in **Table 6-1, *Consistency with Sustainable Beaumont (Energy)***.

Table 6-1
Consistency with Sustainable Beaumont (Energy)

Reduction Goals and Policies	Project Consistency
Goal 6: Decrease energy demand through reducing urban heat island effect	**Consistent.** The Project will incrementally increase the amount of asphalt roadway in the City but would have landscaping and white sidewalks to help reduce potential reflective increases in localized heat. The landscaping would provide shade, absorb carbon, improve oxygenation, slow stormwater runoff, and help reduce the local heat island effect.
Policy 6.1: Tree Planting for Shading and Energy Efficiency	**Consistent.** The Project will install parkway trees consistent with the City's 2016 Landscape Standards.
Policy 6.2: Light-reflecting Surfaces for Energy Efficiency	**Not Applicable.** The Statewide energy standards outline minimum "cool roof performance" qualities for roofing products. However, the Project has no roofing, so this policy does not apply.
Goal 7: Decrease GHG emissions through reducing VMT.	**Does Not Conflict.** The Project is intended to relieve traffic congestion on 1st Street and is not proposed to necessarily reduce VMT. However, the Project will connect 2nd Street to Pennsylvania Avenue and add sidewalks so that buses, pedestrians and bicyclists can access the commercial uses. In that way the Project will incrementally reduce individual vehicle trips and may help decrease overall VMT in the City as well.
Goal 10: Decrease GHG emissions of new development through application of CEQA Screening Tables.	**Not applicable.** At the time of this writing, the City of Beaumont has not yet released Screening Tables.
Policy 10.1: Energy Efficiency and Renewable Energy in new development	**Not Applicable.** The Project is an extended roadway and so the Title 24 energy efficiency standards are not directly related except in terms of new streetlights. It is likely the new lighting will use LED fixtures which will conserve energy over the long-term.

Source: *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions.* October 2015

Table 6-1 demonstrates the Project is consistent or at least does not conflict with the City's Climate Action Plan which included energy conservation.

The preceding analysis demonstrates the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

7. Geology and Soils

Geomorphic Setting

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

Regional Seismicity and Fault Zones

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

Soils

The soils on-site are made up primarily of fill material. According to the literature search, three types of soils are found on the Project site. A portion of the site consists of Terrace escarpments (TeG) throughout the improvement area, with the remainder consisting of a variety of Ramona sandy loams (RaB2, RaB3, and RaC3).

Paleontological Resources

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

Sources: City of Beaumont General Plan EIR; *Geotechnical Investigation, Second Street Extension Project*, prepared by Sladden Engineering, 8-25-2020 (*Geo Report*, **Appendix E**); *Paleontological Resources Assessment Report, Second Street Improvement Project*, prepared by CRMTECH 10-11-2021 (**Appendix F**); and Web Soils Survey Website.

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

According to *Geo Report*, the Project site is not located within an Alquist-Priolo earthquake fault zone. Potential for surface rupture, if any, should be relatively "low" considering the proximity of the nearest fault line at about 0.2 miles away.

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

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

Design and construction of the Project would adhere to all applicable provisions of the recommendations contained in the *Geo Report*.

Recommendations contained in the *Geo Report* include the following, which pertain to Project site design requirements: asphalt concrete should conform to the latest edition of the Standard Specifications for Public Works Constructions (Greenbook) or Caltrans Standard Specifications, latest edition. The subgrade soil should be compacted to at least 90 percent of maximum density and the aggregate base material should be compacted to at least 95 percent of the maximum dry density as determined by ASTM Method D 1557. Precise control of grades and thicknesses should be maintained throughout the paving operations.

Please refer to the *Geo Report* for details pertaining to the above referenced site design requirements.

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

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

Design and construction of the Project would adhere to all recommendations contained in the *Geo Report*. Grading and improvement plans would be reviewed and approved by the City of Beaumont. Compliance with the *Geo Report* is a standard condition and is not considered unique mitigation under CEQA. This would ensure that all proposed improvements are adequately designed and constructed to minimize impacts from seismic-related ground failure, including liquefaction. Impacts will be less than significant.

iii) The Project site is located on relatively flat land with general elevation of 2,580 feet above mean sea level (msl) with a general topographic slope towards the east. The City of Beaumont General Plan identifies the steep slopes within the city's sphere of influence known as the "Badlands" as areas where ground motion caused by earthquake may result in landslides and/or slope failure. Seismically induced landslides and other slope failures are common occurrences during or soon after an earthquake. With the near level existing and future structural pad(s) as planned, the potential for seismically induced landslides may be considered as remote. Impacts will be less than significant.

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

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

Implementation of the Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Construction of the Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) are included as part of the SWPPP prepared for the Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see Hydrology and Water Quality Section) Project's grading plan would also ensure

that the proposed earthwork is designed to avoid soil erosion. Soil erosion/loss of topsoil impacts will be less than significant.

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

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

Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Lateral spreading is demonstrated by near vertical cracks with predominantly horizontal movement of the soil mass involved. No such cracks were reported by the geotechnical study. Accordingly, the potential for lateral spreading of the Project site is considered remote.

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

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

The soils on-site are made up primarily of natural material. According to the Web Soils Survey from the United States Department of Agriculture, three types of soils are found on the Project site. The majority of the site consists of Terrace escarpments (TeG) and Ramona sandy loams (RaB2, RaB3, and RaC3) throughout the improvement area. Silty sandy in nature, the site soils are considered “very low” in expansion characteristic with an Expansion Index, EI, less than 20.

Design and construction of the Project would adhere to all recommendations contained in the *Geo Report*. Grading and construction plans would be reviewed and approved by the City of Beaumont. Compliance with the *Geo Report* is a standard condition and is not considered unique mitigation under CEQA. This would ensure that all proposed improvements are

adequately designed and constructed to take into account the properties of soils on the Project site; thereby, reducing any substantial direct or indirect risks to life or property. Impacts will be less than significant.

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

The Project does not include the installation of septic tanks or alternate waste water system. Therefore, the issue as to whether the Project would have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water is not applicable. No impacts will occur.

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

A paleontological records search was provided by the Division of Earth Sciences of the San Bernardino County Museum (SBCM) in Redlands and the Western Science Center (WSC) in Hemet. These institutions maintain files of regional paleontological localities as well as supporting maps and documents. The records search results were used to identify known previously performed paleontological resource assessments as well as known paleontological localities within a one-mile radius of the project location. Neither the SBCM nor the WSC identified any known paleontological localities within the project area. However, the SBCM found ten localities approximately two miles to the south of the project location, while the WSC reported “numerous” localities in the region from similar alluvial sediments to those known to be present in the project area.

The SBCM described the surface soils in the project area as Quaernary younger alluvial fan deposits of Holocene age, which are low in paleontological sensitivity, but notes that these soils sit atop older Pleistocene fan deposits, which are more fossiliferous and have previously yielded the remains of a wide variety of extinct mammals. In contrast, the WSC identified the surface geology of the project area as entirely Pleistocene alluvial fan deposits of high paleontological sensitivity.

A field survey was conducted by CRM TECH on July 1, 2021. Throughout the course of the field survey, no surface manifestation of any paleontological remains was observed within the Project area. It was noted during the survey that the ground surface in the east-west portion of the Project area had been extensively disturbed by heavy machinery, and ground visibility in the north-south portion was poor during the survey, which prevented an accurate assessment

of the paleontological sensitivity of the native soils in much of the Project area.

Any substantial excavations would be below the uppermost layers in the Project area; therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. In the event that substantial excavations are planned within the Project site, the Project could result in significant impacts to unknown paleontological resources. With the implementation **Mitigation Measures MM-GEO-1** through **MM-GEO-3**, impacts would be less than significant.

Mitigation Measures:

MM-GEO-1 Paleontological Monitor: All earth-moving operations associated with the project shall be monitored by a qualified paleontologist. The monitor should be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and should collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. However, the monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of abundant or large specimens.

MM-GEO-2 Samples Processing: Collected samples of sediment should be processed to recover small fossils, and all recovered specimens should be identified and curated at repository with permanent retrievable storage.

MM-GEO-3 Report of Actions: A report of findings, including an itemized inventory of recovered specimens, should be prepared upon completion of the procedures outlined above. The report should include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont, would signify completion of the program to mitigate potential impacts to paleontological resources.

8. Greenhouse Gas Emissions

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

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

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

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

emissions from a Project are significant.

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

Sources: *2nd Street Improvement Project Air Quality, Greenhouse Gas, and Energy Analysis*, prepared by RK Engineering, 1-4-2022 (*AQ/GHG/Energy Analysis,* **Appendix B**).

Note: Any Tables or Figures provided in this section are from the *AQ/GHG/Energy Analysis*, unless noted otherwise.

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

The Project has the potential to generate GHG emissions during both construction and operation of the proposed roadway.

Construction Emissions

Although construction-related GHG emissions are temporary in nature, the total amount of emissions could have a substantial contribution to a project's total GHG emissions. SCAQMD recommends that construction-related GHG emissions be amortized over the life of the project, which is defined as 30 years, and added to annual operational emissions. Construction-related GHG emissions were modeled using the same assumptions and model (CalEEMod Version 2016.3.2) as those for air quality emissions. Construction-related GHG emissions would occur from fossil fuel combustion for heavy-duty construction equipment, material delivery and haul trucks, and construction worker vehicles. **Table 8-1, *Construction GHG Emissions***, presents the Project's total construction-related GHG emissions and amortized construction emissions.

Table 8-1
Construction GHG Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	Onsite	Offsite	Total
Demolition	34.23	4.38	38.61
Site Preparation	8.43	0.39	8.82
Grading	10.51	28.24	38.75
Building Construction	268.08	125.31	393.39
Paving	14.86	1.54	16.40
Architectural Coating	2.30	1.08	3.38
Total	**338.41**	**160.94**	**499.35**
30 Year Amortization[2]	11.28	5.36	16.65

1 $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon).
2 The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Table 8-1 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are amortized over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations.

Operational Emissions

The roadway Project is not expected to significantly change the vehicle miles traveled (VMT) in the vicinity of the site. Therefore, the operational impacts associated with mobile GHG emissions are considered to be nominal. The purpose of the Project is to alleviate traffic congestion on 1st street and provide more direct access to/from the commercial developments (Home Depot, etc.) and Pennsylvania Avenue. **Table 8-2, *Operational GHG Emissions***, presents the Project's annual operational emissions along with the amortized construction emissions. Pursuant to SCAQMD's guidance, the sum of these emissions should be used to compare with the applicable threshold of significance.

Table 8-2
Operational GHG Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Energy Source[2]	13.78
Area Source	0.00
Construction (30-year amortization)	16.65
Total Annual Emissions	**30.43**
SCAQMD Tier 3 Screening Threshold[3]	3,000
Exceed Tier 3 Threshold?	No

1 $MTCO_2e$ = metric tons of carbon dioxide equivalents 2
Electricity usage from street lighting.
3 Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

As shown in **Table 8-2**, the Project's annual operational plus amortized construction emissions would generate 30.43 $MTCO_2e$ per year, which would not exceed the SCAQMD's screening threshold of 3,000 $MTCO_2e$ per year. This would be considered a less than significant impact.

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

The City of Beaumont adopted its Climate Action Plan, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, in October 2015. Consistent with the State's adopted AB 32 GHG reduction target, the City set a goal to reduce emissions to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The Plan also established a longer-term goal to reduce emissions 41.7 percent below 2012 levels by 2030, putting the City on a path towards the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The Plan includes various goals and policies for reducing GHG emissions from community-wide sources as a means to meet their stated GHG reduction goals. The Project's consistency with relevant goals and policies is assessed in **Table 8-3, *Consistency with Sustainable Beaumont (Greenhouse Gas)***.

Table 8-3
Consistency with Sustainable Beaumont (Greenhouse Gas)

Reduction Goals and Policies	Project Consistency
Goal 4: Increase energy efficiency in new commercial development.	**Not Applicable.** Although existing commercial development is adjacent to the proposed road Project, it does not propose new commercial development. The project would comply with the applicable Title 24 Energy Efficiency Standards in terms of new streetlights.
Policy 4.1: Encourage or Require Energy Efficiency Standards Exceeding State Requirements	**Not Applicable.** This policy calls for the City to encourage or require energy efficiency standards exceeding State requirements. The Climate Action Plan intended for this policy to be implemented through the use of Screening Tables; however, Screening Tables are not currently available at this time. Nonetheless, the Project will install energy efficient streetlights, most likely LED fixtures, as part of Project construction.
Goal 5: Increase Energy Efficiency through Water Efficiency	**Not Appliable.** The Project does not involve any uses that consume water so it does not have to comply with the California Green Building Standards Code in that regard. The Project landscaping will comply with the Model Water Efficient Landscape Ordinance as required by the City's development code.
Goal 6: Decrease energy demand through reducing urban heat island effect	**Consistent.** The Project will incrementally increase the amount of asphalt roadway in the City but would have landscaping and white sidewalks to help reduce potential reflective increases in localized heat. The landscaping would provide shade, absorb carbon, improve oxygenation, slow stormwater runoff, and help reduce the local heat island effect.
Policy 6.1: Tree Planting for Shading and Energy Efficiency	**Consistent.** The Project will install parkway trees consistent with the City's 2016 Landscape Standards.
Policy 6.2: Light-reflecting Surfaces for Energy Efficiency	**Not Applicable.** The Statewide energy standards outline minimum "cool roof performance" qualities for roofing products. However, the Project has no roofing so this policy does not apply.

Reduction Goals and Policies	Project Consistency
Goal 7: Decrease GHG emissions through reducing VMT.	**Does Not Conflict.** The Project is intended to relieve traffic congestion on 1st Street and is not proposed to necessarily reduce VMT. However, the Project will connect 2nd Street to Pennsylvania Avenue and add sidewalks so that buses, pedestrians and bicyclists can access the commercial uses. In that way the Project will incrementally reduce individual vehicle trips and may help decrease overall VMT in the City as well.
Goal 10: Decrease GHG emissions of new development through application of CEQA Screening Tables.	**Not applicable.** At the time of this writing, the City of Beaumont has not yet released Screening Tables.
Policy 10.1: Energy Efficiency and Renewable Energy in new development	**Not Applicable.** The Project is an extended roadway and so the Title 24 energy efficiency standards are not directly related except in terms of new streetlights. It is likely the new lighting will use LED fixtures which will conserve energy over the long-term.

Source: *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions.* October 2015

Table 8-3 demonstrates the Project is consistent or at least does not conflict with the City's Climate Action Plan. Therefore, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. Impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

9. Hazards and Hazardous Materials

Sources: California Building Code; California Health and Safety Code; California Code of Regulations; Google Maps; and Map My County.

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

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

The Project would develop extension and related improvements for East 2nd Street from Pennsylvania Avenue and the boundary of Home Depot. As such, no hazardous materials are anticipated to be transported, used, or disposed of on-site other than those used in typical passenger autos and delivery vehicles servicing the retail establishments along E. 2nd Street.

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

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

Reference the discussion in Threshold 9.a. The Project would not 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. Impacts would be less than significant.

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

There are no schools located within a one-quarter mile radius of the Project site. The nearest school to the Project site is Sundance Elementary School, which is approximately 0.7 miles from the Project site. All other schools are located greater than 0.5 miles from the Project site. No impacts will occur.

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

The Project site is not located on any identified hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment

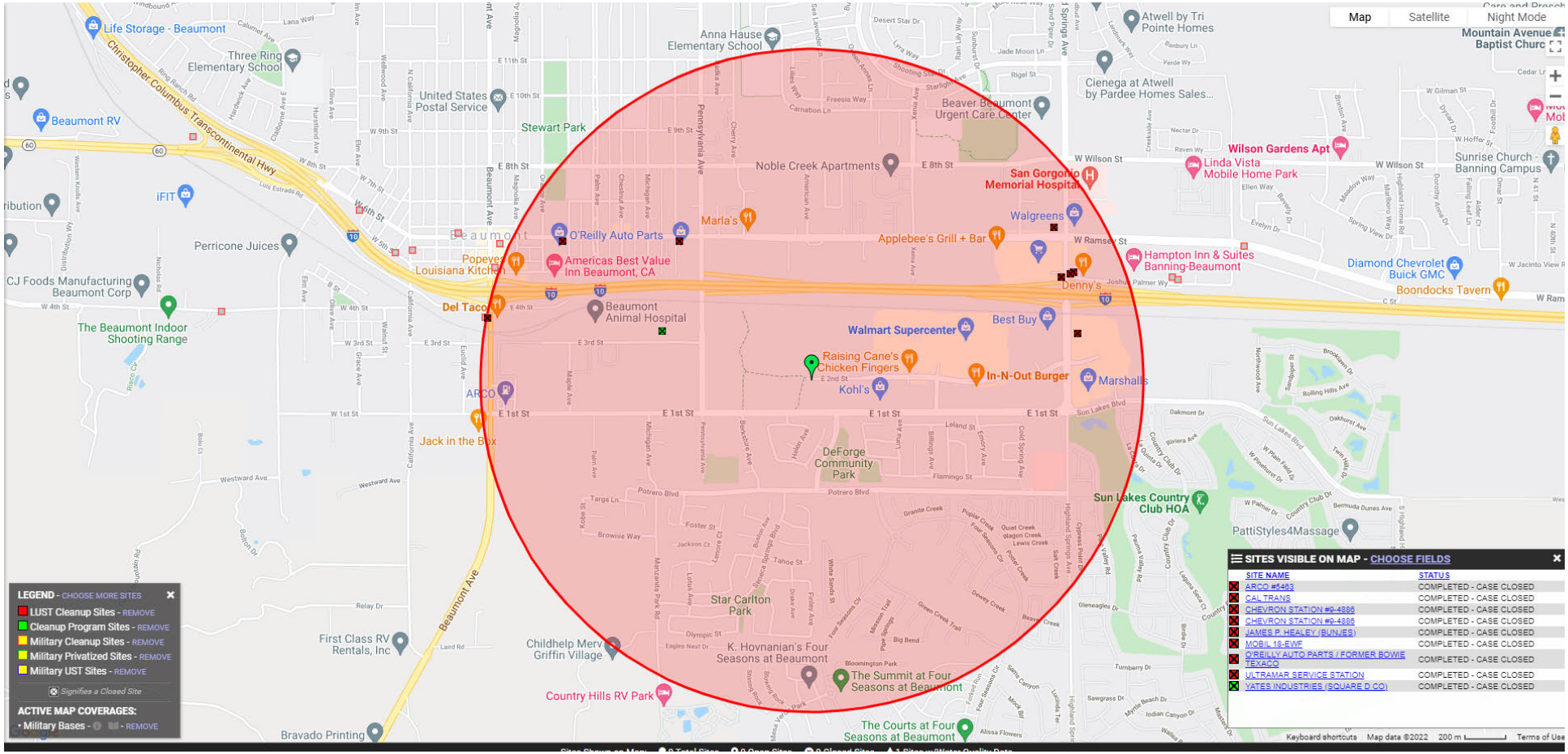
The California State Waterboards GEOTRACKER website provides information regarding Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Requirement (WDR) Sites, Permitted Underground Storage Tank (UST) Facilities, Monitoring Wells, Department of Toxic Substances Control (DTSC) Cleanup Sites and DTSC Hazardous Waste Permit Sites.

According to the GEOTRACKER site, there are no active or open cases involving Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites and DTSC Hazardous Waste Permit Sites on the proposed Project site, or within one (1) mile of the Project site. Detailed information is shown on **Figure 9-1, *Geotracker Site***.

Likewise, the DTSC's EnviroStor site does not show any active Hazardous Waste and Substances Sites located within a 1-mile radius of the proposed Project site. This information was verified at the web-link cited in the sources, and shown on **Figure 9-2, *EnviroStor Site***.

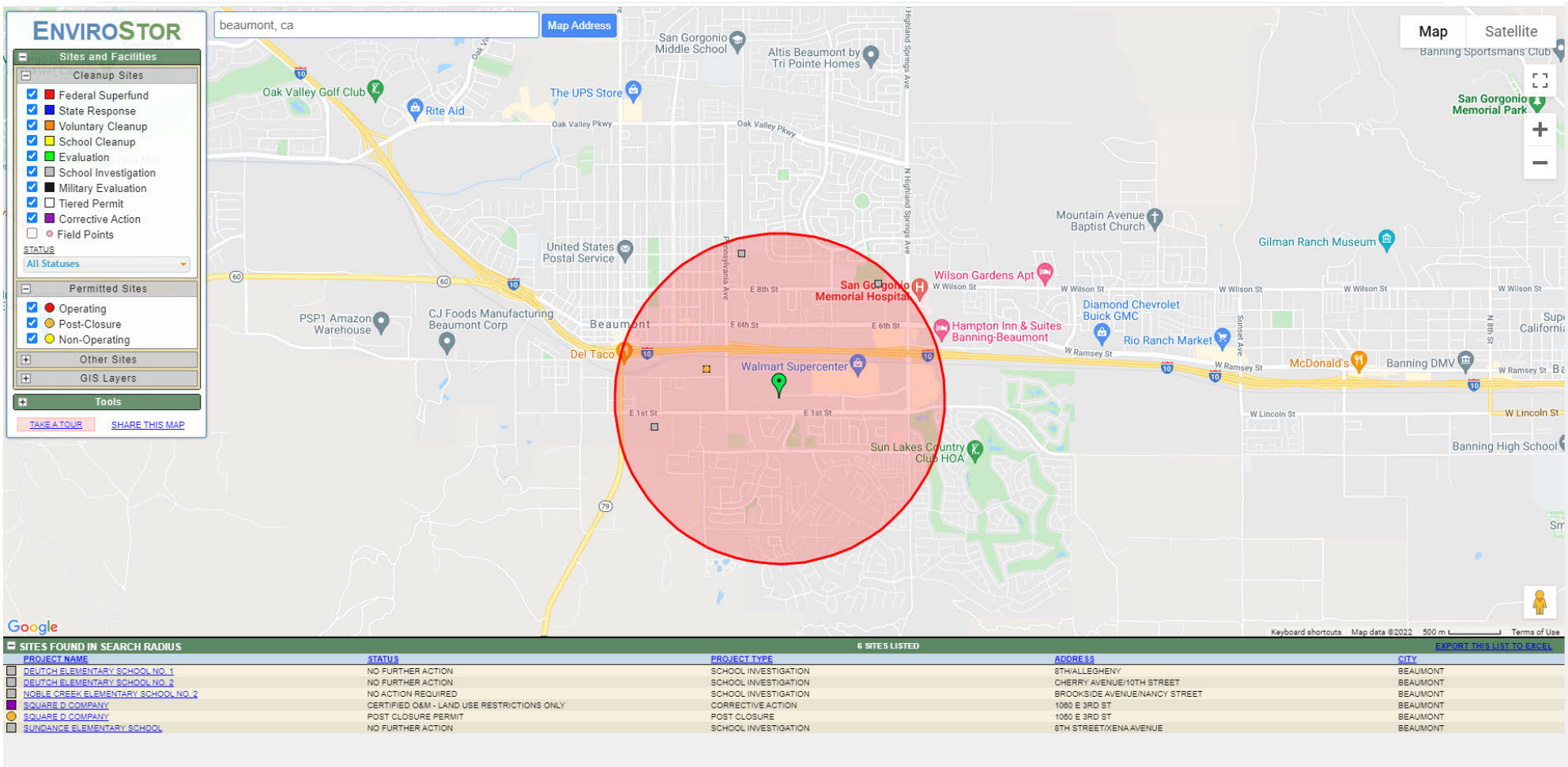
Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the site. No impacts will occur.

FIGURE 9-1
GEOTRACKER SITE



Source: https://geotracker.waterboards.ca.gov/map

FIGURE 9-2
ENVIROSTOR SITE



PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
DEUTCH ELEMENTARY SCHOOL NO. 1	NO FURTHER ACTION	SCHOOL INVESTIGATION	8TH/ALLEGHENY	BEAUMONT
DEUTCH ELEMENTARY SCHOOL NO. 2	NO FURTHER ACTION	SCHOOL INVESTIGATION	CHERRY AVENUE/10TH STREET	BEAUMONT
NOBLE CREEK ELEMENTARY SCHOOL NO. 2	NO ACTION REQUIRED	SCHOOL INVESTIGATION	BROOKSIDE AVENUE/NANCY STREET	BEAUMONT
SQUARE D COMPANY	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY	CORRECTIVE ACTION	1060 E 3RD ST	BEAUMONT
SQUARE D COMPANY	POST CLOSURE PERMIT	POST CLOSURE	1060 E 3RD ST	BEAUMONT
SUNDANCE ELEMENTARY SCHOOL	NO FURTHER ACTION	SCHOOL INVESTIGATION	8TH STREET/XENA AVENUE	BEAUMONT

Source: Envirostor https://www.envirostor.dtsc.ca.gov/public/map

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

Banning Municipal Airport, the nearest airport to the Project site, is a city-owned, public-use airport located 5.8 miles east of the Project site. As such, the Project is also not located within two miles of any existing public airports. This in not applicable to the Project; therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact will occur.

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

The Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan. Review of the City of Beaumont's General Plan Figure 4.8-1 Evacuation Routes shows Interstate 10, Highland Springs Avenue and Beaumont Avenue as the designated evacuation routes in the vicinity of the Project site. Access to the Project is from either Pennsylvania Avenue or via the existing improvements along East 2nd Street. Pennsylvania Avenue connects to Interstate 10, and East 2nd Street connects to Highland Springs. The Project would be required to in compliance with City standards to ensure a coordinated and effective planned response by the City Police and Fire Departments to extraordinary emergency situations and disasters and also to ensure the provision of adequate vehicular access. Impacts will be less than significant.

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

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

Mitigation Measures: No mitigation measures are required.

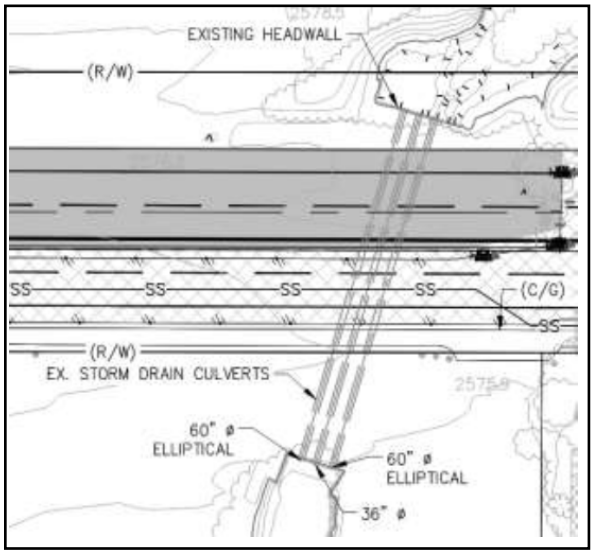
10. Hydrology and Water Quality

The Project site is located on relatively flat land with general elevations of 2,570 up to 2,585 feet above mean sea level (msl) with a general topographic slope towards the southwest. The Project geotechnical report indicates that onsite soils consist primarily of silty sand, and clayey sand with minor amounts of sandy clay (CL)(SE 2020). An online soil survey for California indicates the site overlies the following four soil types according to the U.S. Natural Resources Conservation Service (NRCS):

- Ramona sandy loam (RaB3), 0-5 percent slopes, moderate erosion potential – much of the central and western portions of the site;
- Ramona sandy loam (RaC3), 5-8 percent slopes, high erosion potential, small amount of central portion of site;
- Greenfield sandy loam (GyC2), 2-8 percent slopes, moderate erosion potential - located in the far eastern portion of the site; and
- Terrace Escarpments (TeG), relatively steep with moderate erosion potential – located in the far western portion of the site associated with local drainage features.

According to the NRCS data, the site has moderate to high erosion potential so it will be important to control runoff to minimize sediment transport within and offsite. According to the Federal Emergency Management Agency (FEMA), the Project site and surrounding area lie in flood Zone X which indicates a moderate to low-risk area and are non-special flood hazard areas which lie outside the 1% annual chance (100-year) floodplain.

The Project area has little history of flooding, and the only current flood protection is a storm drain channel found on the north, south and underneath of 2nd Street. Significant ponding occurs along Beaumont Channel at Pennsylvania Avenue due to the high freeway embankment intersecting the channel. There are currently two (2) storm drain systems and six (6) existing cross culverts with two existing headwalls with three pipe – two 60-inch diameter elliptical pipes and one 36-inch diameter pipe, as shown in the accompanying graphic, below.



In accordance with the drainage design criteria from the County of Riverside Transportation Department (RCTD), the 10-year frequency storm is contained below the tops of curbs or dikes and the 100-year frequency storm will be contained within street right-of-way. There is also an existing storm drain along Pennsylvania Avenue that begins approximately 500 feet north of the Pennsylvania Avenue/6th Street intersection and ends approximately one hundred feet north of the existing I-10 off-ramp. The 42-inch reinforced concrete pipe mainline continues east along 6th Street and ends approximately 300 feet east of Illinois Avenue. A temporary bubbler structure consisting of a 60-inch standpipe lies downstream terminus of the existing storm drain west of Pennsylvania Avenue. Additionally, an existing 18-inch corrugated metal pipe is located along the east side of Pennsylvania Avenue that collects water from Caltrans right-of-way. There is an existing culvert/storm drain near the northwest corner of the Kohl's commercial site. it is expected that this existing storm drain will be replaced with the upcoming Master Drainage Plan (MDP) Line 2 project.

In addition to the two existing storm drain systems, there are 6 existing cross culverts. There are four existing culverts that cross underneath Pennsylvania Avenue and two other culverts that cross the Union Pacific rail east of Pennsylvania Avenue and south of I-10 Freeway. The culverts under Pennsylvania Avenue will be extended but will not be upsized nor will additional parallel culverts be installed. The flow from the 18-inch and 30-inch lines do not drain to the existing site because the train tracks, which are owned and operated by Union Pacific Railroad, currently block drainage from that direction.

According to the FEMA flood zone mapping for the area, runoff from the site flows north under the I-10 Freeway in storm drains in Pennsylvania Avenue. The first receiving water downstream of the Project site is the Little San Gorgonio Creek, then the San Timoteo Creek Reach 3, and finally the Santa Ana River (Reach 1-4).

The Project proposes the addition of four reinforced concrete pipe (RCP) culverts to accommodate the increased runoff from the site (i.e., increased impervious surfaces in the form or additional asphalt and concreate from extending 2nd Street to Pennsylvania Avenue. The Project Hydrology Report indicates the proposed drains will accommodate the additional flows and meet the drainage requirements of Riverside County Flood Control and the City of Beaumont.

Sources: *Hydrology and Hydraulics Study, 2nd Street Improvement,* prepared by Cozad and Fox, Inc., 11-2021 (*Hydrology Report* **Appendix G**); *City of Beaumont's 2nd Street Improvement Project Preliminary Design Report*, prepared by Cozad and Fox, Inc., 1-20-2021 (**Appendix A**); FEMA FIRM map for Beaumont; and UC Davis online soil survey for California.

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

The Project area has existing storm drain culverts to the east in Pennsylvania Avenue and along both sides of 2nd Street near the existing self-storage facility. Runoff from the site eventually

reaches Little San Gorgonio Creek, then San Timoteo Creek Reach 3 both of which have no Total Maximum Daily Load (TMDL) requirements and are not on the 303(d) list of water body impairments. The next offsite receiving waters are the Santa Ana River (Reach 1-4) which are on the EPA Approved 303(d) list of water body impairments.

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

The Project site is currently undeveloped but regularly maintained for weed abatement, with the eastern portion already developed as a two-lane roadway. Therefore, the new road Project would be a new source of pollutants that could potentially impact water quality standards or requirements if not properly designed and managed per MS4 Permit requirements. Potential pollutants of concern generated by the Project's development as a new roadway would include the following:

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

The Project is not a private land development so the City does not require a project-specific water quality management plan, but the City will design the storm drain inlets from the new roadway to comply with National Pollutant Discharge Elimination System (NPDES) requirements under the Construction General Permit. This compliance will be achieved by standard storm drain design which minimizes offsite transport of sediment and related materials. Based on the absence of TMDLs and 303(d) impairments in the immediate offsite area and standard design Best Management Practices (BMPs) utilized in City public works projects, the Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Implementation of these measures is considered regulatory compliance which does not constitute unique mitigation under CEQA. Any impacts will be less than significant.

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

Development of the Project's would substantially increase the amount of impervious surface area from approximately 0.00 acres (currently all vacant land) to approximately 5 acres (i.e., essentially all of the Project site). However, onsite runoff would be collected within the new

roadway via curbs on the south side and an asphalt dike on the north side and directed to the various new down drains. Runoff from the Project site would eventually reach natural bottom channels (i.e., Little San Gorgonio Creek and San Timoteo Creek) so the runoff would still be able to percolate back into the underground aquifers so overall groundwater in the region would not be significantly depleted or eliminated. the Project's increased impervious surface area is not anticipated to substantially reduce the amount of potential groundwater recharge from the site and infiltration systems are not recommended in the Project design. In addition, the Project proposes no pumping or extraction of groundwater. The Project would not deplete groundwater supplies and would not interfere with groundwater recharge by building additional wells or by altering a stream or wetland because these resources are not found within the Project site. Therefore, the Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts will be less than significant.

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

i-iv) The additional stormwater runoff from the Project site is expected to be captured and discharged to the existing storm drain structure and to the Pennsylvania Avenue Storm Drain. The Project location does not fall in a problematic flood zone, so no major offsite flow (Q) is expected from either the 10-year storm (Q10) or the 100-year storm (Q100). The County of Riverside Transportation Department Plan Check Policies and Guidelines state that 10-year frequency storm runoff will be contained below the tops of curbs on roadways and the 100- year frequency storm runoff will be contained within the street right-of-way.

Runoff from the Project site would naturally contain some contaminants typical of roadway such as sediment, silt, brake pad dust, particulates from vehicle exhaust, minute rubber particles from tire wear, etc. These materials will be removed naturally as Project runoff reaches natural bottom drainage channels downstream of the Project site, including Little San Gorgonio Creek and San Timoteo Creek. As indicated in the Project Preliminary Design Report, the Project will control area runoff and not result in any onsite (i.e., within the roadway) flooding.

In addition, the Project would be required to comply with the NPDES under the Construction General Permit to ensure no temporary impacts associated with erosion of exposed soils during grading would occur. Construction General Permit, Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater including the Project, as well as smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit.

The proposed drainage improvements will not change the overall direction of runoff from the Project site and area but will contain it safely in improved structures and convey it safely downstream. Therefore, the Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Impacts will be less than significant.

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

The Project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any impacts will be less than significant.

The Project consists of extending 2nd Street from the western boundary of the Home Depot shopping center to Pennsylvania Avenue. The improvements include extending 2nd Street approximately 1,622 linear feet from the current terminus at the western boundary of First Street Self and RV Storage to Pennsylvania Avenue by adding four new travel lanes. This Project will also widen approximately 846 linear feet of 2nd Street from its current terminus to the western boundary of the Home Depot shopping center.

The stormwater drainage system would collect stormwater runoff originating on the Project site and convey it to a number of down drains and eventually reach the storm drain in Pennsylvania Avenue. The Project site's drainage plan has been designed by a registered civil engineer to safely retain, detain, and/or convey expected stormwater runoff volumes. No streams or rivers were identified on the Project site and therefore, none would be altered. Implementation of BMPs typically required for road projects within the City would minimize potential erosion or siltation from the site. Compliance with water quality regulations and City requirements is considered regulatory compliance and not unique mitigation under CEQA. Impacts will be less than significant.

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

According to the Federal Emergency Management Agency (FEMA), the Project site and surrounding area lie in flood Zone X which indicates a moderate to low-risk area and are non-special flood hazard areas which lie outside the 1% annual chance (100-year) floodplain, The Project site is located approximately 50 mile inland from the Pacific Ocean. Additionally, no major surface water bodies are located within the City of Beaumont or immediately upstream of the Project site that could cause inundation by failure of an enclosed body of water, so the Project site would not be subject to inundation from seiches or tsunamis. Therefore, the Project will present a risk for release of pollutants due to Project inundation. No impacts will occur.

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

As outlined in Thresholds 10.a and 10.b, the Project would not alter onsite drainage patterns and would comply with existing water quality regulations so it would comply with established groundwater quality control planning for the basin. The site is also not yet subject to a groundwater basin adjudication plan and no Sustainable Groundwater Management Plan has been prepared for the Project area as yet. In addition, the Project would be required to comply with the NPDES under the Construction General Permit to ensure no temporary impacts associated with erosion of exposed soils during grading would occur. Consequently, potential impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

11. Land Use and Planning

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

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

The Project site is located 1,000 feet south of the I-10 Freeway between Pennsylvania Avenue and Commerce Way. The Project site is bound by undeveloped land to the north, west, and southeast and developed commercial uses to the east and southeast. Streets have no General Plan Land Use designation or zoning but the designation and zoning of the land adjacent to the Project site is Community Commercial. . There are several large commercial land uses just east of the Project site including a Walmart, Home Depot, Kohl's Department Store, and First Street Storage. Commercial land uses in the City of Beaumont may be characterized by retail activities and businesses that typically cater to the daily household needs of the area residents. The great majority of the businesses included in this category cater to patrons traveling on the City's roadways and freeway traffic. Businesses included in this category provide a wide range of goods and services including gas, fast-food restaurants, and other transportation-related services.

The Project is consistent with and serves the surrounding land use designation and existing land uses. The Project will provide a new street and sidewalk to allow bicyclists and pedestrians to access this currently isolated area. Therefore, the Project would not divide an established community and no impacts will occur.

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

Streets have no General Plan Land Use designation zoning classification, although the surrounding land is designated General Commercial and there are existing large commercial uses to the east and southeast. Therefore, the Project would not conflict with land use or zoning designations/classifications or existing land uses. Since the Project is a new/extended road, it will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

12. Mineral Resources

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

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

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

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

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

Mitigation Measures: No mitigation measures are required.

13. Noise

Characteristics of Noise

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

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

Noise impacts can be described in three categories; audible impacts, potentially audible, and changes in noise level of less than 1.0 dB. Audible impacts refers to increases in noise levels noticeable to humans. An audible increase in noise levels generally refers to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. Potentially audible refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. Finally, changes in noise level of less than 1.0 dB are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant (typically equal or greater than 3 dB).

As noise spreads out from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern. A long, closely spaced continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to “soft” ground (e.g., plowed farmland, grass, crops, etc.), the most suitable drop-off rate to use is not 3 dBA but rather
4.5 dBA per distance doubling.

There are many ways to rate noise for various intervals, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The predominant rating scales for human communities in the State of California are the equivalent sound level (L_{eq}) and community noise equivalent level (CNEL), or the day-night average level (L_{dn}) based on dBA. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a 5-dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as

relaxation hours) and a 10-dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

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

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

Existing Noise Conditions

The proposed roadway Project is bounded by existing commercial uses to the southeast and vacant land uses to the north and southwest. The land immediately surrounding the proposed roadway (to the north and south) are designated for General Commercial in the City of Beaumont 2040 General Plan Land Use Designation Map and zoned for Community Commercial in the City of Beaumont Zoning Map.

The nearest sensitive receptors to the Project site are residential land uses located south of 1st Street approximately 550 feet south of the future centerline of proposed roadway. The City of Beaumont General Plan shows the Project site currently experiences noise levels that range from 65 dBA to 70 dBA CNEL. The nearest residential homes south of 1st Street (i.e., the closest sensitive receptors) currently experience noise levels ranging from 60 dBA to 65 dBA CNEL[1.] As shown in the Noise Element of the 2040 General Plan, existing noise levels near the site are primarily influenced by the I-10 Freeway.

Noise Standards

General Plan. The City of Beaumont General Plan, Chapter 10: Noise Control, establishes noise standards to minimize the community's exposure to excessive noise. CNEL noise standards are the common metric that are used by the State of California and the City of Beaumont for assessing noise/land use compatibility. The General Plan indicates the maximum outdoor noise levels (CNEL) in residential areas of the City if 65 dBA.

Municipal Code. The City of Beaumont Municipal Code (BMC) Noise Ordinance, Section 9.02 establishes City-wide standards regulating noise for residential zones, public places, and motor vehicles, while Section 9.02.100 states that a project shall not create loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort

or annoyance to any person of normal sensitiveness. For purposes of this analysis, the BMC is mainly used to assess construction noise impacts from the Project. Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, the BMC states that no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official. In addition, sound levels shall not 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.

Characteristics of Groundborne Vibration

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

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

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts to building structures are generally assessed in terms of peak particle velocity (PPV). Project-related vibration impacts are expressed in terms of PPV.

Sources*: 2nd Street Improvement Project Noise Impact Study, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021 (*NIS*, **Appendix H**); *2nd Street Improvement Project Traffic Assessment, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021 (*TA,* **Appendix I**); and Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

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

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

Construction Noise Impacts

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

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

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

The second type of short-term noise impact is related to noise generated during construction on the Project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of the Project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the loudest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the Project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. the maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment, while each bulldozer would generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet.

A characteristic of sound is that each doubling of sound sources with equal strength increases a

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

The closest noise-sensitive receptors to the Project site are the single-family residential uses located approximately 550 feet south of the Project site across 1st Street. Taking into account the existing distance, construction noise levels at the could range up to approximately 65 dBA L_{max}, with a relative worst-case hourly average of 70 dBA L_{eq} at the closest receptors.

Based on the U.S. EPA's Protective Noise Levels, with a combination of walls, doors, and windows, standard construction in accordance with California building code requirements for residential developments would provide 25 dBA in exterior-to-interior noise reduction with windows closed. Therefore, interior noise levels at the closest noise-sensitive receptor ranging up to 40 dBA L_{eq} (65 dBA–25 dBA = 40 dBA). Therefore, construction activities with worst-case hourly average noise levels would not exceed the City's interior noise threshold of 55 dBA as measured at the nearest residential receptor.

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

Although anticipated construction noise levels are not expected to exceed City standards, noise producing construction activities will be prohibited between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Restricting construction activities to these stated time-periods will ensure that construction noise would not result in sleep disturbances at nearby off-site sensitive receptors or in a substantial temporary increase in noise levels in the Project vicinity above levels existing without the Project. Adhering to the BMC construction hour limits is considered regulatory compliance and not unique mitigation under CEQA. With regulatory compliance, the potential short-term construction noise impacts to sensitive receptors in the vicinity of the Project site would be reduced to less than significant levels and no mitigation is required.

Operational Noise Impacts

A significant impact would occur if persons working or visiting at the Project site would be exposed to traffic noise levels exceeding the City's "maximum acceptable" land use compatibility threshold of 65 dBA CNEL for residential land uses. The Project may incrementally increase noise levels in the surrounding area by connecting 2nd Street to Pennsylvania Avenue to the west and substantially increasing through traffic on this planned roadway. The City's 2040 General Plan classifies 2nd Street as a Major Highway (Raised Median), but the Project is only proposing to build the roadway to temporarily meet the Secondary Streets classification. 2nd Street will eventually be expanded to its full width when adjacent vacant land is developed – at that point the roadway will be consistent with the City's General Plan Roadway Classification Map.

Projected traffic noise from vehicular traffic along the proposed 2nd Street extension was

modeled using a version of the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108) which arrives at the predicted noise level through a series of adjustments to the key input parameters. The future roadway was modeled using secondary road standards with four travel lanes, a speed limit of 35 miles per hour, and worst case traffic levels of 25,000 average daily traffic (ADT). The projected future traffic noise levels adjacent to the Project site were analyzed to determine compliance with the City's noise and land use compatibility standards. The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. **Table 13-1, *Future Traffic Noise Levels***, shows the modeled future traffic related CNEL noise levels calculated at 550 feet from the centerline of roadway segments adjacent to the site. The distances to the 55, 60, 65, and 70 dBA CNEL noise contours are also shown. It should be noted the traffic noise levels do not take into account the effect of any noise barriers or topography that may reduce traffic noise levels. The roadway noise levels also provide a baseline of the future estimated traffic noise levels.

Table 13-1
Future Traffic Noise Levels

Roadway[1]	Segment	CNEL at 550ft. (dBA)	Distance to Contour (Ft)[2]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
2nd Street	Pennsylvania Ave. to Home Depot Shopping Center	57.6	31	99	314	992

[1] Noise levels calculated from centerline of subject roadway.

[2] Refer to *NIS* Appendix B for estimated noise level calculations.

The nearest sensitive receptors (residential uses south of 1st Street) are present at approximately 550 feet south of the centerline of the proposed roadway extension. Roadway noise levels from proposed roadway extension are expected to be approximately 57.6 dBA CNEL at the nearest residential property. Based on this, no sensitive noise receptors are present within the 60 dBA contour of the Project.

Based on this analysis, the Project will not significantly increase baseline future noise levels at the residential homes south of 1st Street. As shown on the Future Noise Contours map in the City's General Plan, areas immediately south of 1st Street are expected experience noise levels up to 65 dBA CNEL[2]. Hence, the contribution of Project noise would not be perceptible as it would result in less than 1 dBA change in future conditions. Therefore, the incremental change in noise as a result of the Project is less than significant at the nearest sensitive noise receptors.

Based on the analysis above, the Project will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies with adherence to City noise standards as regulatory compliance. Impacts will be less than significant, and no mitigation is required.

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

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment.

The City of Beaumont has not adopted a provision addressing the impacts of groundborne vibration levels. Therefore, the Federal Transportation Administration (FTA) vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact assessment in its Transit Noise and Vibration Impact Assessment document. A significant impact would occur if existing structures at the Project site or in the Project vicinity would be exposed to groundborne vibration levels in excess of levels established by the FTA's Construction Vibration Impact Criteria. Of the variety of equipment used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The closest sensitive receptors to the Project site construction footprint are the residential uses located 550 feet south of the Project site across 1st Street. At this distance, groundborne vibration levels would be less than 0.005 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. These anticipated levels are well below the FTA Construction Vibration Impact Criteria of 0.2 in/sec PPV for buildings of non-engineered timber and masonry. Therefore, Project-related impacts from groundborne vibration on off-site receptors would be less than significant and no mitigation is required.

Implementation of the Project would involve rubber-wheeled vehicles of various sizes traveling on smooth asphalt surfaces (the new roadway). The Project does not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the Project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the Project vicinity to which the Project would be exposed. Therefore, Project operational groundborne vibration level impacts would be considered less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

14. Population and Housing

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

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

The Project would develop road extensions and related improvements for East 2nd Street in the City of Beaumont. The Project does not propose the construction of new housing; however, it does propose improvements to access to existing and future commercial business that may directly or indirectly induce population growth in the area. According to the Department of Finance population estimates, the City of Beaumont had a population of 48,237 as of January 1, 2018. The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 80,600 by the year 2040. According to the SCAG RTP/SCS, Beaumont had an employment base of 5,900 in 2012 and is projected to increase to 18,000 by the year 2040. The increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Beaumont General Plan.

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

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

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

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

Mitigation Measures: No mitigation measures are required.

15. Public Services

Sources: City of Beaumont General Plan; Beaumont Unified School District web site; and Google Maps.

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

Fire Protection

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

The Project would develop road improvements and ancillary activities currently undeveloped land, which will not add to the demand on fire protection services but supplement its accessibility. The Project will be required to implement all applicable California Fire Code Standards. The Project's design and construction plans would be reviewed by City of Beaumont and Fire officials to ensure fire codes are met and that adequate fire protection services would be available to meet the project's needs. There will be no impact.

Police Protection

The Beaumont Police Department located at 660 Orange Avenue, approximately .6 miles northwest of the Project site, provides police services for the entire City of Beaumont. According to the City of Beaumont General Plan, the Beaumont Police Department enlists the service of 25 sworn officers and seven non-sworn personnel.

The Project would develop road improvements and ancillary activities currently undeveloped

land, which will not add to the demand on police services but supplement its accessibility. There will be no impact.

Schools

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

The Project is located within the boundaries of the Beaumont Unified School District (BUSD). Because the Project is a road improvement project, it is not anticipated to induce substantial population growth. There will be no impact.

Parks

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

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

Other Public Facilities

The Project consists of road improvements and ancillary activities in a future commercial area that may cause an increase in employment, thereby potentially resulting an indirect increase in demand or use of existing government and community services, as employment may have an effect on relocation/population growth in the area from housing. The increases in population as a result of the Project are insignificant as they are within the growth assumptions for the City of Beaumont General Plan. Any impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

16. Recreational

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

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

The Project site is located within vacant properties already dedicated for road purposes. The Project would not involve residential uses and will not cause a substantial increase in the population of the Project region. The Project consists of road improvements and ancillary activities within a future commercial area. The Project does not service any recreation areas, and thus there will be no increase in the use of existing parks. No impacts would occur.

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

The Project consists of road improvements and ancillary activities and would not include recreational facilities. As such, the Project will not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

17. Transportation

Sources: *2nd Street Improvement Project Traffic Assessment, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021 (*TA,* **Appendix I**); and City of Beaumont General Plan.

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

Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the City's General Plan identifies standards for maintaining an adequate level of service (LOS) for City streets and intersections. To evaluate Project consistency with the General Plan Mobility Element, a *Traffic Assessment* (*TA*) was prepared for the Project. As previously stated, to be consistent with the 2020 CEQA Guidelines, LOS analysis is not required for purposes of this Initial Study impact analysis. However, the qualitative LOS and VMT analyses provided in the *TA* will be considered by the City's decision-makers when making General Plan consistency findings for the Project.

The Project consists of extending 2nd Street from the western boundary of the Home Depot shopping center to Pennsylvania Avenue. The improvements include extending 2nd Street approximately 1,622 linear feet from the current terminus at the western boundary of First Street Self and RV Storage to Pennsylvania Avenue by adding four new travel lanes. This Project will also widen approximately 846 linear feet of 2nd Street from its current terminus to the western boundary of the Home Depot shopping center. The extension of 2nd Street is consistent with the City's General Plan Roadway Classification Map. However, the General Plan classifies 2nd Street as a Major Highway (Raised Median), but the Project is only proposing to build the roadway to temporarily meet the Secondary Streets classification at this time.

Since the proposed Project is not a land use development or public facility that generates and/or attracts new vehicle trips by creating a new destination or place of activity, the Project is generally not expected to result in generation of new vehicle trips. However, the roadway extension can be expected to result in a shift in existing traffic volumes along the roadways that parallel this new extension and other connecting major roadways including:

- Ramsey Street between Pennsylvania Avenue and Highland Springs Avenue;
- 2nd Street between Pennsylvania Avenue and Highland Springs Avenue;
- 1st Street between Pennsylvania Avenue and Highland Springs Avenue;
- Pennsylvania Avenue between Ramsey Street and 1st Street; and
- Highland Springs Avenue between Ramsey Street and 1st Street.

Under current conditions, vehicles accessing the Home Depot and other commercial land uses in the area from the west cannot directly access the existing land uses via Pennsylvania Avenue. Instead, vehicles from the west are required to travel further east towards South Highland Springs Avenue via one of the nearby east-west roadways such as Ramsey Street, I-10 Freeway, or 1st

Street. These vehicles travel through one or more of the following intersections, creating additional traffic volume that would otherwise not be present at these intersections if direct access from the west was available via Pennsylvania Avenue:

- South Highland Springs Avenue / Ramsey Street;
- South Highland Springs Avenue / I-10 Westbound Ramps;
- South Highland Springs Avenue / I-10 Eastbound Ramps; and
- South Highland Springs Avenue / 1st Street.

Constructing the 2nd Street extension would eliminate this condition and allow vehicles from the west to directly access the Home Depot and other commercial sites from Pennsylvania Avenue without having to drive all the way east to South Highland Springs Avenue and create the current unnecessary traffic patterns and increased volumes. Providing the 2nd Street connection would alleviate existing traffic congestion conditions at South Highland Springs Avenue, 6th Street, I-10 Freeway, 1st Street and the intersections listed above which would result in improved traffic operations at these locations and the overall roadway network.

Since the Project is expected to improve the overall level of service and operation of the major intersections in the Project area, a qualitative evaluation of Project traffic impacts relative to the General Plan is not necessary for CEQA purposes (see Threshold 17.b for a discussion of VMT traffic impacts per recent changes in the CEQA Guidelines).

Transit. Bus service in the Pass Area of western Riverside County is provided by the Riverside Transit Authority (RTA). RTA Route 31 currently provides bus transit services to the Project area. The closest bus stops are located on 2nd Street and Commerce Way approximately 1,00 feet east of the site on 2nd Street. The route turns south at Commerce Way and then travels west along 1st Street. The route goes west along SR-60 to the City of Moreno Valley and south along Highway 79 and Gilman Springs Road to the cities of Hemet and San Jacinto. RTA bus routes are subject to change when ridership conditions warrant.

Bicycle and Pedestrian Trails. The Project involves extending 2nd Street west to Pennsylvania Avenue. The Project site is currently vacant but there are Class II bike lanes along both side of 2nd Avenue - on the north side as far west as the Home Depot center and on the south side as far west as the 1st Street Self Storage facility. The proposed Project will complete the bike lane on the south side of 2nd Street west to Pennsylvania Avenue. This Project will improve 2nd Street to Secondary Street standards, but the roadway will eventually be improved to Major Highway standards (including a Class II bike lane on the north side of the street) when the adjacent vacant lands are developed.

At present the Project site is vacant but there are sidewalks along both side of 2nd Avenue - on the north side as far west as the Home Depot center and on the south side as far west as the 1st Street Self Storage facility. The proposed Project will complete sidewalks on the south side of 2nd Street west to Pennsylvania Avenue. This Project will improve 2nd Street to Secondary Street standards, but the roadway will eventually be improved to Major Highway standards (with a full sidewalk on the north side of the street) when the adjacent vacant lands are developed.

Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify VMT as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact. The Project *TA* also included a separate analysis of VMT impacts of the Project.

On June 16, 2020, the City of Beaumont Council has discussed the City's VMT criteria and thresholds for compliance with the new CEQA requirements regarding VMT. Recommendations were provided by staff to the Council for adaptation of appropriate guidelines and thresholds during that hearing. The proposed Project is not a land use development or public facility that generates and/or attracts new vehicle trips by creating a new destination or place of activity, so the Project will not result in generation of new vehicle trips and new travel miles associated with new trips.

The City's 2040 General Plan classifies 2nd Street as a Major Highway (Raised Median), but the Project is only proposing to build the roadway to temporarily meet the Secondary Streets classification. When the vacant land adjacent to the site is eventually developed, the street will be widened and improved to meet the Major Highway cross section. When the road is fully improved it will be consistent with the City's General Plan Roadway Classification Map.

The proposed roadway extension will shift existing traffic volumes along the roadways that parallel this new extension and other connecting major roadways. Under current conditions, vehicles accessing the Home Depot and other commercial land uses in the area from the west cannot directly access these land uses via Pennsylvania Avenue. Instead, the vehicles are required to travel further east towards South Highland Springs Avenue via one of the nearby east-west roadways such as Ramsey Street, I-10 Freeway, or 1st Street. These vehicles will need to travel through one or more of the following intersections, creating additional traffic volume that would otherwise not be present at these intersections if a direct access was available via Pennsylvania Avenue:

- South Highland Springs Avenue / Ramsey Street;
- South Highland Springs Avenue / I-10 Westbound Ramps;
- South Highland Springs Avenue / I-10 Eastbound Ramps; and
- South Highland Springs Avenue / 1st Street.

Constructing the 2nd Street extension would eliminate this condition and allow vehicles from the west to directly access the Home Depot and other commercial sites from Pennsylvania Avenue, without having to drive all the way east to South Highland Springs Avenue and create the current unnecessary traffic patterns and increased volumes. Therefore, providing the 2nd Street connection will help incrementally reduce current driving distances and VMT by providing a more direct access route for vehicles accessing Home Depot and the nearby commercial uses from the west.

Due to the nature of the Project, it will have less than significant VMT impacts, and no further analysis is required (nor is any mitigation required).

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

The proposed Project is the extension and widening of 2nd Avenue which has a linear design from its current terminus at the 1st Street Self Storage facility west to Pennsylvania Avenue. The new roadway has no design features that would increase traffic hazards in the area and in fact will help alleviate congestion on 1st Street and other nearby streets. The Project site is currently vacant and some of the adjacent land is developed while other parcels are vacant. The surrounding area is planned for Community Commercial uses in the City's 2040 General Plan. The proposed roadway will be built to Secondary Street standards at present but will eventually be built to Major Highway (raised median) standards based on the General Plan Mobility Element. There would be no conflicts with incompatible uses under the proposed Project or under final buildout conditions.

Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There will be no impacts, and the Project will have a beneficial effect in this regard.

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

The proposed Project is the extension and widening of 2nd Avenue which has a linear design from its current terminus at the 1st Street Self Storage facility west to Pennsylvania Avenue. When complete, the Project will actually enhance or facilitate emergency access and access to nearby uses and the surrounding area in general, especially during times of congestion on other local roadways. Therefore, no impacts will occur.

Mitigation Measures: No mitigation measures are required.

18. Tribal Cultural Resources

According to the *Phase I Historical/Archaeological Resources Survey* prepared for the Project, the San Gorgonio Pass area has long been part of the traditional homeland of the Cahuilla Indians, a Takic-speaking people who were primarily hunters and gatherers prior to European contact. One of the three subgroups of the Cahuilla, the Pass Cahuilla, was so named by anthropologists because of their roots in the San Gorgonio Pass area. Cahuilla territory was generally bounded on the east by the Orocopia Mountains; on the north by the San Bernardino Mountains, on the west by the Santa Ana River, the San Jacinto Plain, and the eastern slope of the Palomar Mountains; and on the south by Borrego Springs and the Chocolate Mountains.

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

Assembly Bill 52

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

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

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

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

    Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR

may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

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

***Sources**: Phase I Historical/Archaeological Resources Survey, Second Street Improvement Project*, prepared by CRMTECH 10-10-2021 (*Phase I H/ARS*, **Appendix D**); City's AB52 Consultation Efforts with Tribes; and Assembly Bill 52.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				**X**
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.		**X**		

The *H/ARS* was prepared for the Project site on October 21, 2021 by CRM Tech to identify cultural resources that could be affected by the Project. A cultural resources record search was conducted at the EIC and a search of Sacred Lands File of the NAHC was requested.

A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) indicated no information regarding Sacred Lands or other cultural resources in the area. In addition to the search of the Sacred Lands File, the NAHC identified 14 Native American groups with historical and traditional ties to the Project site.

Sources consulted to identify historic properties included the current inventories of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmark (CHL), and California Point of Historical Interest (CPHI). The Historic Resource Inventory (HRI) and archival maps were also reviewed to determine the existence of previously documented cultural resources. The record search included a 1/2-mile buffer around the perimeter of the Project area. The results of the combined record searches for the Project indicate that at least 11 cultural resources investigations have been conducted within a 1/2-mile radius of the

Project. Of those, one investigation included the entire Project area.

As a result of these and other similar studies in the vicinity, eight historical/archeological sites have been recorded within the half-mile radius. All of the sites dated to the historical period, and no prehistoric (i.e., Native American) archaeological resources have been identified in the project vicinity. The eight known sights were primarily buildings and linear features such as the Southern Pacific Railroad, Sixth Street, and the power transmission line along First Street. None of these sites were found in the immediate vicinity of the project area, and thus they require no further consideration during this study.

On July 1, 2021, following the records search at the EIC, a CRM Tech archaeologist visited the site to conduct an intensive pedestrian survey. Because of extensive grading of the property over the years, no native terrain or vegetation was present on the property, and no cultural resources were observed during the site survey.

In accordance with Assembly Bill 52 (AB52), Native American Consultation efforts were led by the City of Beaumont as the lead agency. The City submitted notification letters to 23 Native American tribal governments or designated tribal representatives on March 30-31, 2022. Responses were received from the Agua Caliente Band of Cahuilla Indians on April 29, 2022, and again on June 3, 2022, the Morongo Band of Mission Indians on May 15, 2022, and the San Manuel Band of Mission Indians on May 9, 2022.

The Agua Caliente Band of Cahuilla Indians requested consultation and to review mitigation measures. The City provided the mitigation measures to the Tribe for review but have not received a response back to date.

On May 15,2022 the Morongo Band of Mission Indians requested consultation along with project information. They will receive a copy of the *Phase I H/ARS* when the CEQA document is circulated for public review.

The San Manuel Band of Mission Indians (SMBMI) declined consultation because the project is outside of Serrano ancestral territory. They noted that are aware that there may be additional tribes claiming cultural affiliation to the area; however, San Manuel Band of Mission Indians can only speak for itself. The Tribe indicated it has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to SMBMI or if the Lead Agency wishes to revise the conditions to recognize additional tribes.

The City has included the Agua Caliente Band of Cahuilla Indians and the San Manuel Band of Mission Indians on the list of recipients to receive a copy of this Initial Study including all Appendices. Consultation is considered on-going.

Per an email form the Tribe on 8-26-22, the proposed **Mitigation Measures CUL-1** and **CUL-4** will satisfy the consultation requests of the Morongo Band of Mission Indians.

Pursuant to PRC 21080.3.1(d), each tribal government or representative was given 30 days upon receipt of the AB 52 notification letter to provide a request for consultation on the Project. The 30-day request period for consultation expired on April 30, 2022. Tribal consultation between the City of Beaumont and the Morongo Band of Mission Indians is ongoing. The City of Beaumont, as lead agency, is fulfilling its obligations under AB 52 to engage in tribal consultation with all other tribal governments.

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

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

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

Mitigation Measures:

MM-CUL-1 Inadvertent Cultural Resources Finds: For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist and Native American Monitor provided by the consulting tribes shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant, archaeologist and consulting tribes will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact Consulting Tribe(s) and shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. If resources are found to be significant historical resources under CEQA then CUL 2 and/or CUL-3 shall apply. For the purposes of these measures, a Consulting Tribe is defined as a tribe that initiated the AB52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB52.

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

submitted to the Eastern Information Center (EIC).

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

1. Documentation: In conjunction with the qualified archaeologist, the tribal cultural resource shall be documented to the extent deemed appropriate by the consulting tribe(s) on the appropriate Department of Parks and Recreation (DPR) 523-series forms. The final disposition of the materials shall also be included on the site form.
2. Temporary Curation and Storage: During construction, all discovered resources shall be temporarily curated in a secure location mutually agreed to by the City, Project Archaeologist, and consulting tribes. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and
3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the followingmethods and provide the City Planning Department with evidence of same:
    a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    b. A curation agreement with an appropriate qualified repository within Riverside Countythat meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied bypayment of the fees necessary for permanent curation:
    c. If more than one Native American tribe or band is involved with the project and cannotcome to a consensus as to the disposition of cultural materials, they shall be curatedat the Western Science Center by default; and
    d. At the completion of grading, excavation, and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reportsproduced will be submitted to the City, Eastern Information Center and interested tribes.

MM-CUL-4 Human Remains: If human remains are encountered, California Health and

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

18. Utilities and Service Systems

Sources: BCVWD *2020 Urban Water Management Plan (2020 UWMP)*; BCVWD Website; BCVWD *2021 Water Shortage Contingency Plan;* and Lambs Canyon Sanitary Landfill Website.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?			**X**	

Water Service

The Beaumont-Cherry Valley Water District (BCVWD) provides the City of Beaumont, including the Project site, with water services. In 2020, the BCVWD provided water to approximately 59,000 people within the City of Beaumont and the unincorporated community of Cherry Valley. The water provided by the BCVWD is primarily groundwater supplemented by imported water from the State Water Project purchased from the San Gorgonio Water Agency.

The BCVWD provides the City of Beaumont, including the Project site, with water services. The BCVWD *2020 UWMP* was prepared utilizing the General Plan Land Use designation on the Project site of Community Commercial. The Project is consistent with the General Plan. The *2020 UWMP* concluded that there is adequate current and future water supply to accommodate future growth, which includes the Project.

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

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

Wastewater

The City of Beaumont processes its wastewater and sewage at its city-owned Beaumont Wastewater Treatment Plant (BWTP), a tertiary facility. The City of Beaumont contracts Utility Partners LLC, to operate the facility for the City of Beaumont. This facility currently receives and treats domestic and commercial industrial wastewater from the City of Beaumont and portions of the unincorporated community of Cherry Valley.

The Project would not directly generate wastewater associated with the regular use of the road improvements.

New development in the City is required to install wastewater infrastructure concurrent with Project development. The Santa Ana Regional Water Quality Control Board (SARWQCB) is the applicable RWQCB.

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

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

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

Stormwater/Drainage

Potentially significant impacts could occur as a result of the Project if storm water runoff was increased to a level that would require construction of new storm drainage facilities. As discussed in the Hydrology and Water Quality section (Section 10), the Project will generate increased runoff from the site.

The site is composed of moderately sloping valley terrain that falls generally southwest. According to the Federal Emergency Management Agency (FEMA), the Project lies in Zone X; this zone indicates that the project lies in a moderate to low-risk area and are non-special flood hazard areas. These areas lie outside the 1% annual chance flood plain, flood insurance is not required but can be obtained at a reduced cost for property owners and renters.

The elevations across the site vary from 2,570 to 2,585 feet above mean sea level (MSL) along the proposed road extension and from 2,570 to 2,600 feet above mean sea level (MSL) across the entire site. All surface runoff from the site drains as sheet flow to the existing storm drain structures. Since most of the existing location is covered by dirt, this means that most of the storm water is most likely infiltrated through the soil.

The proposed grading design for the site matches the flow regime of the existing drainage conditions. Four new reinforced concrete pipe culverts will be installed to handle the sites drainage requirements due to the increase of impervious materials and due to the existing seasonal creeks on-site.

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

Impacts will be less than significant with implementation of existing regulations and best management practices BMP’s.

Electricity

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

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. Additionally, no facilities demanding electricity (i.e., streetlights) are part of this Project. Therefore, the Project would not require or result in construction, expansion, or relocation of electric power facilities that could result in a significant environmental effect. There will be no impacts to electricity services or demand as a result of this Project.

Natural Gas

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

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. Additionally, no facilities demanding natural gas are part of this project. Therefore, the Project would not require or result in construction, expansion, or relocation of natural gas facilities that could result in a significant environmental effect. There will be no impacts to electricity services or demand as a result of this Project

Telecommunications

Telephone service to the Project site and the greater City of Beaumont is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system. There will be no impacts to electricity services or demand as a result of this Project

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

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

The BCVWD provides the City of Beaumont, including the Project site, with water services. The BCVWD *2020 UWMP* was prepared utilizing the General Plan Land Use designation on the Project site of Community Commercial. The *2020 UWMP* analyzes water supplies during normal, dry and multiple dry years. The Project is consistent with the General Plan. The *2020 UWMP* concluded that there is adequate current and future water supply to accommodate future growth, which includes the Project.

The Project, extension of the existing East 2nd Street and related improvements, does not require any additional demand for water. Therefore, there will be sufficient water supplies available to serve the Project from existing entitlements and resources during projected future normal, dry and multiple dry year scenarios. There will be no impact to water supplies.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**

The Project, extension of the existing East 2nd Street and related improvements, does not require any additional demand for wastewater services. Therefore, there will be no impact to the wastewater service provider.

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

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

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

The Project may generate some waste during construction. Construction related waste is anticipated to be items such as construction debris.

The Project, extension of the existing East 2nd Street and related improvements, does not generate solid waste after it is fully constructed. Therefore, impacts will be less than significant.

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

The Project would produce solid waste associated with the site preparation and construction stages of the Project. All of these stages would implement required solid waste reduction measures to reduce the amount of waste generated, encourage reuse and/or recycling of materials to the greatest extent feasible, utilize materials made of post-consumer materials where possible. Furthermore, the City of Beaumont General Plan 2006 EIR concluded compliance with the City's adopted Source Reduction and Recycling Element target waste reduction and recycling goals and proper management and disposal of waste systems within the County would not result in an exceedance of permitted landfill capacities pursuant to implementation of the City's General Plan Update, nor would the build-out as projected impair attainment of solid waste reduction goals. As the Project is consistent with the existing General Plan and Zoning designations, the Project development impact to the solid waste infrastructure has been accounted for in the City's General Plan EIR, and no additional impact will occur. Therefore, the Project would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. Impacts will be less than significant.

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

Waste generated by the Project would comply with all applicable federal, state, and local management and reduction statutes and regulations (including Municipal Code Chapter 8.12, Mandatory Solid Waste Collection and Disposal) related to solid waste. Chapter 8.12 of the City of Beaumont's Municipal Code, codifies the findings made by the City Council, set forth in Section 8.12.010, A through E, that a considerable volume and variety of solid waste are being generated in the City and that it is necessary to carefully control the collection and disposal of

solid waste so that the reductions required to be made by Public Resources Code Section 40000 et seq. (AB 939) can be planned for and accurately measured. In light of the findings, the City Council established a program of mandatory solid waste collection in the City in order to protect the health and welfare of the City's residents and to comply with all applicable federal, state, and regional statutes and regulations. No impact would occur.

Mitigation Measures: No mitigation measures are required.

19. Wildfire

Environmental Setting

The Project is located on 2nd Street from Pennsylvania Avenue east approximately 1,200 feet to existing improvements The site is bounded by commercial uses on the east end and to southeast and by vacant land on the north, west, and southwest.

Sources: City of Beaumont General Plan and Environmental Impact Report; and Map My County.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	

According to *Map My County*, the Project site is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." As a new/expanded street, the Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan (it would, in fact, enhance both). Review of the City of Beaumont's General Plan EIR Figure 4.8-1 Evacuation Routes shows Interstate 10 and Pennsylvania Avenue as the designated evacuation routes in the vicinity of the Project site, and the Project will provide direct access to Pennsylvania Avenue to the west for local uses/users that currently have only South Highland Springs Avenue to the east for access. The proposed Project would provide expanded access for this rea consistent with City standards to ensure a coordinated and effective planned response by the City Police and Fire Departments to extraordinary emergency situations and disasters and also to ensure the provision of adequate vehicular access. Impacts will be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	

As stated in Threshold 20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project Site is a road located in a generally flat and developed/developing area in which wildfire fuels are generally maintained. The closest hillside areas with native vegetation that represent an increased risk from wildfires is one mile south and southwest of the Project site. The Project will actually incrementally reduce the potential for wildfire risks to this area by enhancing access for emergency vehicles and eliminating vacant land that could support vegetation susceptible to wildfires. Therefore, the Project will reduce the

risk of wildfire and Project impacts will be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**

As stated in Threshold 20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." The Project is a street and would not require the installation or maintenance of associated infrastructure (such as fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

As stated in Threshold 20.a, the Project is not located within a "Fire Hazard Zone" or a "Fire Responsibility Area." Wildfire risk to the proposed street is minimal due to its improved condition and use of non-flammable materials (i.e., asphalt and concrete). The site also has a flat topography, and the surrounding area has limited fuels to support wildfires. Therefore, given this limited risk of wildfire, it is unlikely that the Project would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

20. Mandatory Findings of Significance

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

The Project has the potential to adversely affect biological and cultural resources as discussed in Sections 4 and 5 of this Initial Study. With the adoption and implementation of **Mitigation Measures MM-BIO-1** through **MM-BIO-5** and **MM-CUL-1**, potential impacts to biological and historical resources would be less than significant**.**

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

As discussed in this Initial Study in Sections 1 through 20 and summarized in the response to 21.a, above, the Project would not result in any cumulative impacts that would be significant after implementation of Project level **Mitigation Measures MM-BIO-1** through **MM-BIO-5**, **MM-CUL-1** through **MM-CUL-4**, and **MM-GEO-1** through **MM-GEO-3**, regulatory compliance, and adherence to standard conditions. With the mitigation, regulatory compliance, and standard conditions listed in this Initial Study, any impacts from the Project would not be cumulatively considerable.

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

As discussed throughout this Initial Study, all impacts that could cause substantial adverse effects on human beings can be reduced to a level of less than significant with the implementation of **Mitigation Measure MM-CUL-4**, regulatory compliance, and adherence to standard conditions. As such, direct and indirect impacts to human beings would be less than significant with mitigation, regulatory compliance, and adherence to standard conditions.

SECTION 5.0 LIST OF PREPARERS

Lead Agency:

- City of Beaumont – Christina Taylor, Community Development Director

CEQA Consultant:

- Matthew Fagan Consulting Services, Inc.

Technical Studies and Project Development:

- Cozad and Fox, Inc.
- CRMTECH
- RK Engineering
- Searl Biological Services
- Sladden Engineering

SECTION 6.0 SOURCES

BCVWD 2020 Urban Water Management Plan
https://bcvwd.org/document-category/urban-water-management-plan/

BCVWD 2021 Water Shortage Contingency Plan
https://bcvwd.org/wp-content/uploads/2017/09/2020_DRAFT_WSCP.pdf

BCVWD Website
https://bcvwd.org

Beaumont Unified School District (BUSD)
http://www.beaumont-ca.schoolloop.com/schools

California Building Code
http://www.bsc.ca.gov/codes.aspx

City of Beaumont General Plan Documents
http://beaumontca.gov/index.aspx?NID=121

California Code of Regulations
https://oal.ca.gov/publications/ccr/

California Department of Conservation's Farmland Mapping and Monitoring Program
https://www.conservation.ca.gov/dlrp/fmmp/

California Energy Commission
https://www.energy.ca.gov/

California Health and Safety Code
https://codes.findlaw.com/ca/health-and-safety-code/

California Scenic Highway Mapping System
http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html

City of Beaumont Climate Action Plan
http://beaumontca.gov/DocumentCenter/View/27815

City of Beaumont Energy Action Plan
http://beaumontca.gov/DocumentCenter/View/27816

City of Beaumont Municipal Code
https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.03ZOMAZODI_17.03.090COCOZOCCZO

Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual
https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report- 0123

FEMA FIRM map for Beaumont
https://msc.fema.gov/portal/search?AddressQuery=beaumont%2C%20ca#searchresultsanchor

Google Maps
www.google.com/maps

Lambs Canyon Sanitary Landfill
https://www.calrecycle.ca.gov/

Map My County
https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public

Public Resources Code
https://codes.findlaw.com/ca/public-resources-code/

Southern California Association of Governments Final 2016 Regional Transportation Plan (RTP) Demographics & Growth Forecast
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

State of California Department of Finance
http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

USGS Minerals Resource Data System
https://mrdata.usgs.gov/mrds/map-us.html#search-results.

UC Davis online soil survey for California
https://casoilresource.lawr.ucdavis.edu/gmap/

Web Soils Survey Website
https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Websites accessed between September 2021 and February 2022

SECTION 7.0 LIST OF APPENDICES

Appendices are included electronically.

Appendix A – *City of Beaumont's 2nd Street Improvement Project Preliminary Design Report*, prepared by Cozad and Fox, Inc., 1-20-2021

Appendix B – *2nd Street Improvement Project Air Quality, Greenhouse Gas, and Energy Analysis*, prepared by RK Engineering, 1-4-2022

Appendix C1 – *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, City of Beaumont, 2nd Street Improvements,* prepared by Searl Biological Services, 9-26-2022

Appendix C2 – *Jurisdictional Delineation Report, 2nd Street Improvements, City of Beaumont*, prepared by Searl Biological Services, 9-26-2022

Appendix C3 – *Determination of Biologically Equivalent or Superior Preservation Report, 2nd Street Improvements, City of Beaumont*, prepared by Caskey Biological Consulting, 9-27-2022

Appendix C4 – *Least Bell's Vireo Presence/Absence Protocol Survey Report, 2nd Street Expansion, City of Beaumont*, prepared by Searl Biological Services, 9-2-2021

Appendix D – *Phase I Historical/Archaeological Resources Survey, Second Street Improvement Project*, prepared by CRMTECH 10-10-2021

Appendix E – *Geotechnical Investigation, Second Street Extension Project*, prepared by Sladden Engineering, 8-25-2020

Appendix F – *Paleontological Resources Assessment Report, Second Street Improvement Project*, prepared by CRMTECH 10-11-2021

Appendix G – *Hydrology and Hydraulics Study, 2nd Street Improvement,* prepared by Cozad and Fox, Inc., 11-2021

Appendix H – *2nd Street Improvement Project Noise Impact Study, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021

Appendix I – *2nd Street Improvement Project Traffic Assessment, City of Beaumont, CA*, prepared by RK Engineering, 10-18-2021

Appendix J – *Project Plans/Materials*, 9-2022