Beaumont Unified School District

BEAUMONT EARLY CHILDHOOD EDUCATION CENTER

May 2026 | Initial Study/Mitigated Negative Declaration



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BEAUMONT EARLY CHILDHOOD EDUCATION CENTER

for Beaumont Unified School District

Beaumont Unified School District
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PLACEWORKS

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ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

Project Title: Beaumont Early Childhood Education center

Lead Agency Name and Address:
Beaumont Unified School District
350 West Brookside Avenue
Beaumont, California 92223

Contact Person and Phone Number:
Ana Gonzalez, Director of Facilities
951.797.5373

Project Location: The project site comprises a portion (3.07 acres) of the 12.73-acre Anna M. Hause Elementary School campus, which has an address of 1015 Carnation Lane and is at the southwest corner of Carnation Lane and Snapdragon Way intersection. The project site is bordered by Snapdragon Way to the north, Carnation Lane to the east, and Cherry Avenue to the west.

Project Sponsor's Name and Address:
Beaumont Unified School District
350 West Brookside Avenue
Beaumont, California 92223

General Plan Designation: Public Facilities

Zoning: Specific Plan (SP)

Description of Project:
The Beaumont Unified School District (District) is planning a number of improvements to the Anna M. Hause Elementary School campus, which include the construction of new classroom buildings for the Beaumont Early Childhood Education Center, a new play area, a lunch shelter, a new bus drop-off and pick-up zone, various parking areas, solar photovoltaic (PV) structure in parking lot 2, and circulation improvements that will serve the entire campus.

Surrounding Land Uses and Setting:
The project site is surrounded by residential development to the north, east, and west and vacant land to the south. A paved trail borders the southern and western project site boundaries. Also, the Cherry Detention Basin, which is a water quality detention basin that is

owned and operated by Beaumont Cherry Valley Water District, abuts the southern boundary of the Project Site. Along the western site boundary there is also a drainage feature, known as Potrero Creek, that feeds into the Cherry Detention Basin. Near the northwest corner of the Project Site is a potable groundwater well in an enclosed structure that is also owned and operated by Beaumont Cherry Valley Water District; the well is accessed via a private driveway that forms the northern Project Site boundary.

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participating Agreement):

California Department of Education, School Facilities Planning Division
California Department of General Services, Division of State Architect
City of Beaumont Public Works Department
Riverside County Fire Department

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The District invited California Native American Tribes that are traditionally and culturally affiliated with the project area to consult on the proposed project pursuant to Assembly Bill 52 (AB 52). Outreach letters were sent to tribal representatives initiating consultation with tribes pursuant to AB 52. Refer to Section 3.XVIII.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project; that is, at least one impact is a "Potentially Significant Impact," as indicated by the checklist for that factor in Chapter 3, *Environmental Evaluation*.

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

DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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 Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ I find that although the Proposed 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 Proposed Project, nothing further is required.

Ana Gonzalez — 5/27/26

Signature — Date

Ana Gonzalez

1. INTRODUCTION

1.1 OVERVIEW

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) and evaluates the proposed Beaumont Early Childhood Education Center Project (Proposed Project). The Proposed Project includes the construction of new classroom buildings, a new play area, a lunch shelter, a new bus drop-off and pick-up zone, various parking areas, solar photovoltaic (PV) structure in parking lot 2, and circulation improvements that will serve the entire campus. The Proposed Project would be developed within a portion of the southern end of the existing Anna M. Hause Elementary School campus, which herein is described as the Project Site. The Beaumont Unified School District (District) is the lead agency for this IS/MND.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental compliance process is governed by the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code [PRC], Section 21000 et seq.; California Code of Regulations [CCR], Title 14, Section 15000 et seq.). CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of projects and to identify ways to avoid or reduce the environmental effects through feasible alternatives or mitigation measures. Compliance with CEQA applies to California government agencies at all levels: local, regional, and state agencies, boards, commissions, and special districts (e.g., school districts and water districts). The District is the lead agency for the Proposed Project and is therefore required to conduct an environmental review to analyze the potential environmental effects associated with the Proposed Project.

PRC Section 21080(a) states that analysis of a project's environmental impact is required for any "discretionary projects proposed to be carried out or approved by public agencies…." In this case, the lead agency has determined that an Initial Study is required to determine whether there is substantial evidence that construction and operation of the Proposed Project would result in environmental impacts.

A "project" means the whole of an action that has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to

existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100 to 65700.

- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (14 CCR section 15378[a])

The proposed discretionary actions by the project applicant constitute a "project" because the activity would result in a direct physical change in the environment and would be undertaken by a public agency. All "projects" in the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project.

One of the primary objectives of CEQA is to enhance public participation in the planning process, so public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and at public meetings.

1.3 INITIAL STUDY

The purpose of the Initial Study is to 1) provide the lead agency with information to use as the basis for deciding the proper type of CEQA document to prepare; 2) enable the lead agency to modify a project, mitigating adverse impacts before an environmental impact report (EIR) is prepared, thereby enabling the project to qualify for a negative declaration; 3) assist in the preparation of an EIR, if one is required; 4) facilitate environmental assessment early in the design of a project; 5) provide documentation of the factual basis for the findings in a mitigated negative declaration (MND) or negative declaration (ND); 6) eliminate unnecessary EIRs; and 7) determine if a project is covered under a previously prepared EIR. When an initial study identifies the potential for immitigable significant environmental impacts, the lead agency must prepare an EIR (14 CCR section 15064); however, if all impacts are found to be less than significant or can be mitigated to a less-than-significant level, the lead agency can prepare an ND or an MND, which incorporates mitigation measures into the project (14 CCR section 15070).

1.4 MITIGATED NEGATIVE DECLARATION

The MND includes information necessary for agencies to meet statutory responsibilities related to the Proposed Project. State and local agencies will use the MND when considering any permit or other approvals necessary to implement the project. A list of the environmental topics that have been identified for study in the MND is provided in the *Environmental Checklist* that precedes Chapter 1 of this Initial Study.

1.5 LEVELS OF SIGNIFICANCE

The following terminology is used to describe the level of significance of impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would result in no adverse effect on the environment.
- **Less than significant impact.** The project would not exceed the established significance criteria.
- **Less than significant impact with mitigation incorporated.** The project would exceed the established significance criteria without mitigation measures, but one or more mitigation measures would successfully reduce the impact to a less-than-significant level.
- **Potentially significant impact.** The project would exceed the established significance criteria, and either no feasible mitigation measures are available to reduce the impact to a less-than-significant level, or more analysis is needed to determine if feasible mitigation measures are available to reduce the impact to a less-than-significant level. If any impact is identified as potentially significant, an EIR is required.

Mitigation Measures. If, after incorporation and implementation of federal, State, and local regulations, there are still significant environmental impacts, then feasible and project-specific mitigation measures are required to reduce impacts to less-than-significant levels. Mitigation measures must further reduce significant environmental impacts above and beyond compliance with federal, state, and local laws and regulations. Mitigation under CEQA Guidelines Section 15370 includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

2.1.1 Regional Setting

The Project Site is in the City of Beaumont (City), Riverside County (Figure 1, *Regional Location)*. As shown in Figure 1, the city is bound on the west by the City of Calimesa and unincorporated areas of Riverside County, on the north by unincorporated areas of Riverside County, on the south by unincorporated areas of Riverside County and the City of San Jacinto, and on the east by the City of Banning. Regional access to the Project Site is from Interstate 10 (I-10), approximately 0.55 miles southwest via Carnation Lane, Xenia Avenue, E 8th Street, and Pennsylvania Avenue.

2.1.2 Local Setting

The Project Site has an address of 1015 Carnation Lane and is at the southwest corner of the Carnation Lane and Snapdragon Way intersection (Figure 2, *Local Vicinity*). The Project Site is bordered by Snapdragon Way to the north, Carnation Lane to the east, and Cherry Avenue to the west. The Project Site comprises 3.07 acres of the 12.73-acre Anna M. Hause Elementary School campus, which consists of one legal parcel, Assessor Parcel Number (APN) 419-020-075.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

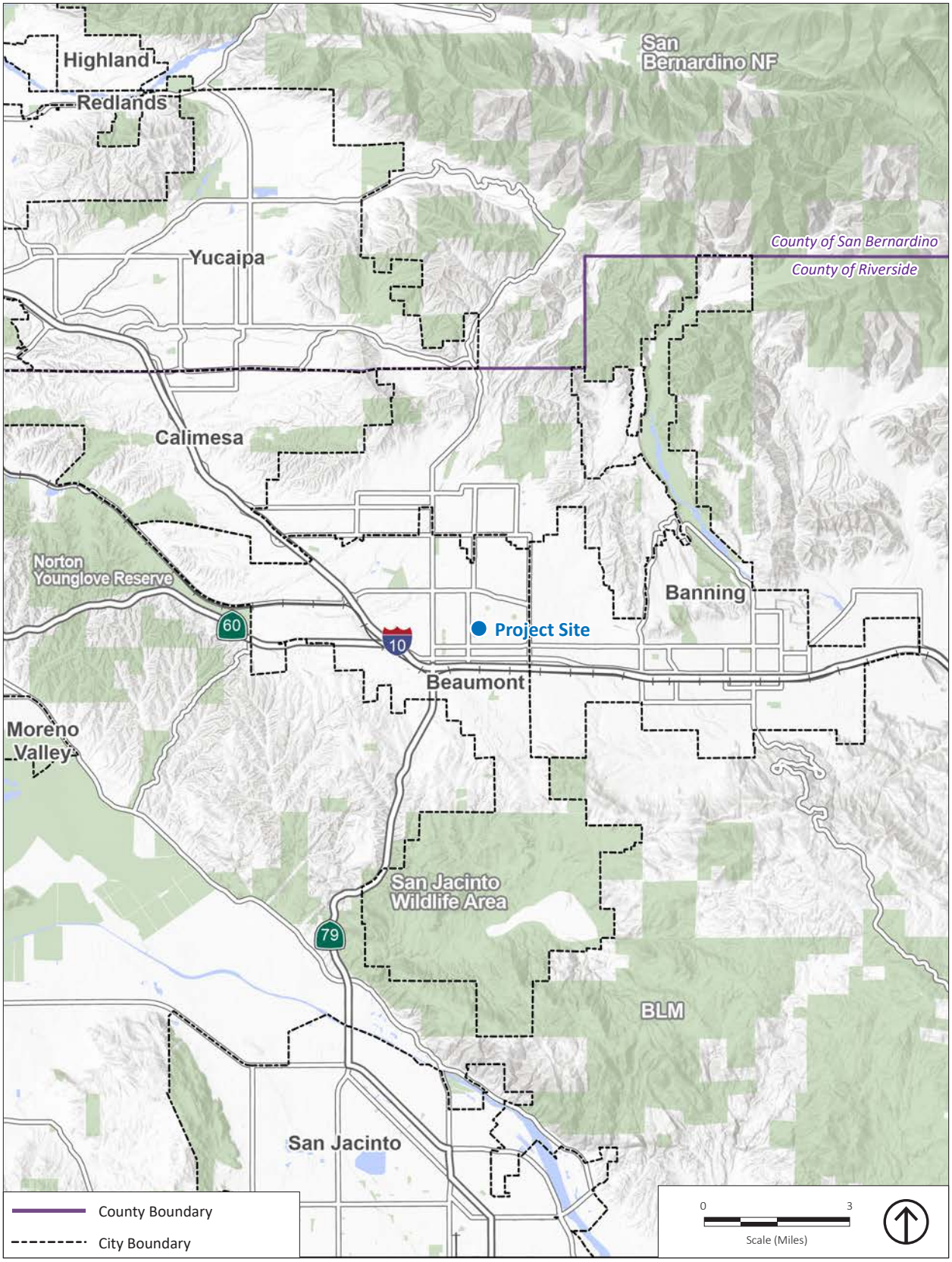
As shown in Figure 3, *Aerial Photograph*, the Project Site comprises a portion of the southern end of the Anna M. Hause Elementary School campus, which commenced operation in 2008 and serves transitional kindergarten to fifth grade students. The school campus is comprised of various school buildings that house the various school uses (e.g., classrooms, administrative offices, multipurpose room, cafeteria, maintenance and storage rooms), structures (i.e., lunch shade structures, trash enclosures), courtyards and common areas, play courts and fields, parking areas for vehicles and school busses, student drop-off and pick-up zones, and numerous hardscape and landscape improvements. The existing school campus is secured on all sides by a mix of walls and fencing. The Project Site is comprised of play fields and parking improvements.

2.2.2 Surrounding Land Use

As shown in Figure 3, *Aerial Photograph*, the Project Site is surrounded by the existing school campus immediately to the north, residential development to the east and west, and vacant land to the south. A paved trail borders the southern and western Project Site boundaries. The Cherry Detention Basin, which is a water quality detention basin that is owned and operated by Beaumont Cherry Valley Water District, abuts the southern boundary of the Project Site. Along the western site boundary there is also a drainage feature, known as Potrero Creek, that feeds into the Cherry Detention Basin. Near the northwest corner of the school campus is a potable groundwater well in an enclosed structure that is also owned and operated by Beaumont Cherry Valley Water District; the well is accessed via a private driveway that forms the northern school campus boundary.

2.2.3 Existing Zoning and General Plan

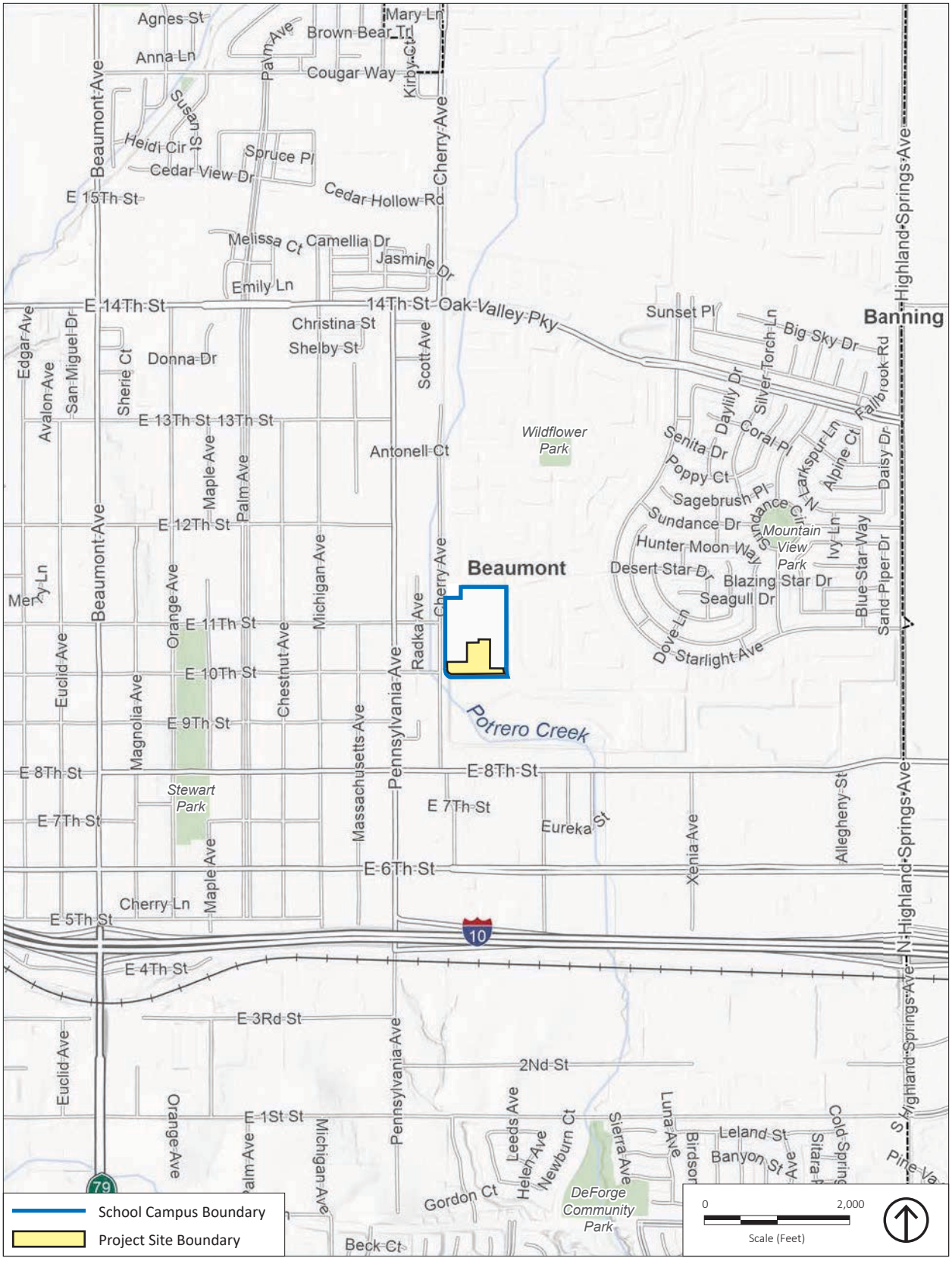
According to the City of Beaumont's General Plan Land Use Map, the school campus, which includes the Project Site, is designated as Public Facilities. According to the City's Zoning Map, the Project Site is zoned Specific Plan (SP). The Specific Plan zone applies to those areas of the city that have an adopted specific plan. The Sundance Specific Plan is the adopted specific plan for the Project Site. Pursuant to the Sundance Specific Plan, the Project Site is designated as Institutional, which permits the development of schools and related site improvements.



Source: Generated using GIS Pro 2026.

Figure 1
Regional Location

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Source: Generated using GIS Pro 2026.

Figure 2
Local Vicinity

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Source: Nearmap 2026.

Figure 3
Aerial Photograph

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2.3 PROJECT CHARACTERISTICS

2.3.1 Proposed Land Use

The Beaumont Unified School District (District) is planning a number of improvements to the Anna M. Hause Elementary School campus, which include the construction of new classroom buildings (totaling 19,846 square feet includes covered walkways) for the Beaumont Early Childhood Education Center, including a new play area and lunch shelter, a new bus drop-off and pick-up zone, various parking areas, a solar photovoltaic (PV) structure in parking lot 2, and circulation improvements that will serve the entire campus. As shown in Figure 3, *Aerial Photograph*, the Project Site encompasses approximately 3.07 acres of the overall 12.73-acre school campus.

As shown in Figure 4, *Conceptual Site Plan*, the Beaumont Early Childhood Education Center would be placed in the southern end of the school campus, just south of the existing portable classrooms and west of the parking lot. The Beaumont Early Childhood Education Center would include two (2) single-story buildings that would house the classrooms (total of eight), work rooms, offices, a conference room, a staff lounge, a nurse's office, a laundry room, restrooms, and storage and custodial rooms. The operational characteristics of the Beaumont Early Childhood Education Center are described below.

Other project components, which are described below, include amenities and a play area; vehicular access, circulation, and parking improvements; and pedestrian access and circulation improvements. The design creates protected zone areas, physically separated from adjacent streets and parking areas. Other project components include landscape, hardscape, lighting, and infrastructure and utility improvements, including an on-site storm drain system.

2.3.2 Operational Characteristics

PROPOSED HOURS AND CALENDAR

Operational hours for the Beaumont Early Childhood Education Center would be from 8:30 am to 3:20 pm for student instruction, from Monday through Friday during normal school months, which is August to June. However, school staff and personnel typically arrive earlier and stay later than the programmed school hours. Student approximate drop-off times would be from 8:30 am until 9:00 am, and pick-up times would be from 3:20 pm until 3:45 pm. Occasional events would deviate from the standard hours. During holidays and the summer months/vacation, the Beaumont Early Childhood Education Center would be closed to students.

STUDENTS AND STAFFING

The addition of the Beaumont Early Childhood Education Center to the campus would result in an increase in the school's student population and number of school staff. Specifically, the Beaumont Early Childhood Education Center would have a maximum capacity enrollment of 200 students and add approximately 45 to 55 staff (teachers and other staff, including a principal) to the campus. The Beaumont Early Childhood Education Center would serve students within the District's service boundary. It should be noted that the student and staff count may fluctuate from year to year, depending on the number of students that enroll each year; however, the maximum number of students would not be greater than 200.

2.3.3 Architectural Design and Character

As shown in Figure 4, *Conceptual Site Plan*, the Beaumont Early Childhood Education Center would feature two (2) new buildings, which would form an L-shaped design. The new buildings would be designed and constructed as single-story buildings. Figures 5 and 6, *Conceptual Building Elevations*, illustrate the conceptual elevations and architectural design and features of the proposed buildings. As shown in these figures, the buildings would incorporate a contemporary architectural style and aesthetic design, which expresses the building's educational use and purpose.

As further illustrated in Figures 5 and 6, the buildings' features and materials would include a mix of cement, fiber-cement, and metal panels; glazed windows and doors; and painted graphics. The massing of the building is broken up and varied to allow for a human-scale design. The building has also been designed to have multiple-featured elements on all façades. Building pop-outs, offsets, overhangs, recesses, and variations in building materials and colors would be added to offset the building's massing and provide relief to and variation in the building form and style. For example, the parapet heights would be varied for visual interest and breaking up the massing. Building entries would be articulated through the use of varied building materials and colors. The building's shapes and stylistic character mimic the rest of the project design.

2.3.4 Amenities and Play Area

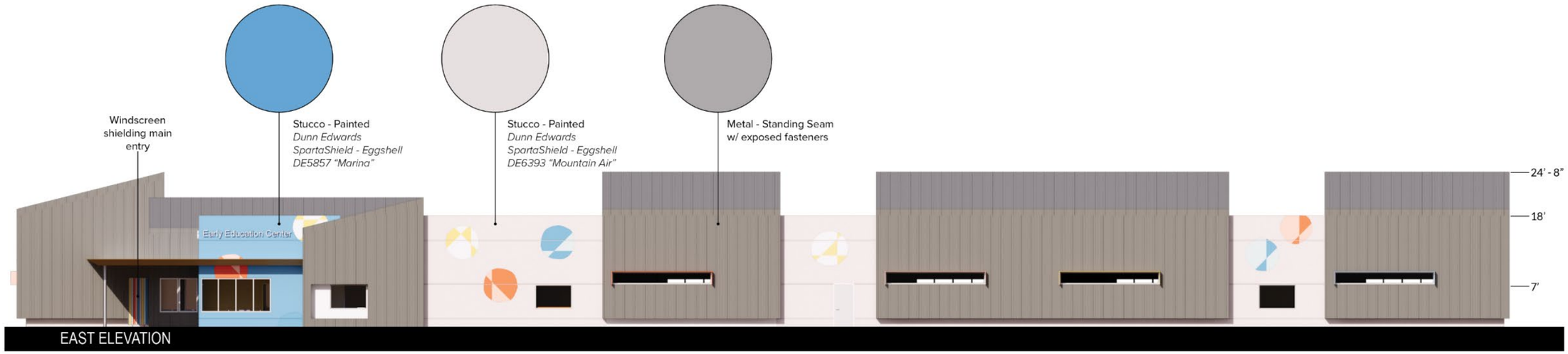
As shown in Figure 4, amenities for the Beaumont Early Childhood Education Center would include a playground apparatus with fabric shade structure; a tricycle path; accessory play equipment; a lunch shelter (metal shade structure); a natural turf play area and synthetic turf; and tricycle and play equipment storage.



Source: RUHNAU Clarke 2025.

Figure 4
Conceptual Site Plan

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Source: RUHNAU Clarke 2025.

Figure 5
Conceptual Building Elevations

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Source: RUHNAU Clarke 2025.

Figure 6
Conceptual Building Elevations

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2.3.5 Landscaping, Fences, and Lighting

LANDSCAPING

As shown in Figure 4, the landscape plan would feature landscaping along the edges of the new building, internal to the Beaumont Early Childhood Education Center, and within the new parking areas. A dense landscape hedge would be placed along the northern end of the Beaumont Early Childhood Education Center play area to secure the area for students. The site landscaping would include a variety of trees for shade, shrubs, and groundcover that would help soften the massing of the buildings and various hardscape improvements (e.g., parking areas, drive aisles, walkways).

FENCES AND GATES

Fences and gates would be provided for the Beaumont Early Childhood Education Center to provide a secure and safe environment for students, staff, parents, and visitors of the center. Specifically, the lunch and play area would be secured on all sides with buildings along the south and east ends and a four-foot-high metal fence along the north and east ends (Figure 4). Metal gates that provide access onto the main school campus would be provided near the northeastern and northwestern ends of secured play area. Pedestrian access to the campus would be controlled through a single primary entry point at the main entrance, consistent with Beaumont Unified School District's closed-campus safety protocols. Any additional gated access points around the building perimeter and parking areas would be restricted for controlled or staff use only. Knox Boxes[1] (or other approved emergency access systems) would be installed at secured gates to provide immediate access for emergency personnel.

LIGHTING

Project lighting would consist of exterior building-mounted light fixtures; interior lighting for the new buildings; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the new parking areas and drive aisles; and security lighting.

[1] A Knox Box is a small, wall-mounted safe that holds building keys for fire departments, emergency medical services, and sometimes for sheriffs to retrieve in emergency situations.

2.3.6 Access, Circulation, and Parking

VEHICULAR ACCESS, CIRCULATION, AND PARKING

Vehicular access to the Beaumont Early Childhood Education Center would be provided via the existing driveways off of Carnation Lane. The southernmost driveway would provide access to the new parking lots (Lot 2 and 3) and drive aisles proposed along the southern site boundary (Figure 4, *Conceptual Site Plan*). As shown in Figure 4, a new bus drop-off/pick-up zone would be provided in Lot 2 near the main entry for the Beaumont Early Childhood Education Center. The on-site drop-off/pick-up zone queuing area would measure a total of 430 feet in length to ensure that driveway queues do not spill onto Carnation Lane.

New on-site parking that would serve the Proposed Project and overall school campus would be provided in two dedicated surface parking lots (Lot 2 and 3) in the southern end of the Project Site (Figure 4). It should be noted that Lot 3 is considered as an optional parking lot that the District may or may not move forward with. Parking Lot 2, which could include photovoltaic shade structures, would accommodate 23 parking spaces and Parking Lot 3 would accommodate 70 parking spaces. Combined, the two parking lots would accommodate approximately 93 parking spaces. Including the existing parking lot, which contains 110 spaces, the total number of parking spaces on-site will be 203.

PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access to the Beaumont Early Childhood Education Center would be provided via existing and proposed walkways internal to the Project Site, as well as the existing public sidewalk along Carnation Lane. As shown in Figure 4, new walkways would be provided along the southern and eastern ends of the Beaumont Early Childhood Education Center, as well as internal to the center. Additionally, the Proposed Project would include signage and/or crosswalk markings that would improve pedestrian safety within the proposed parking areas. Additionally, although the Proposed Project does not include bike lanes or facilities within the parking lots or adjacent to the Beaumont Early Childhood Education Center, it is recommended that signage and/or ground markings be considered to alert drivers that they may be sharing the road with bicyclists and/or require cyclists to dismount their bicycles when traveling on pedestrian sidewalks.

2.3.7 Utility and Service Systems

WATER SYSTEM

Beaumont Cherry Valley Water District provides water delivery service to the Project Site. As a part of the Proposed Project, new water lines would connect to the existing water lines on-site,

which connect to the water main in Carnation Lane. No off-site water line construction or upsizing would be required to accommodate the Proposed Project.

WASTEWATER SYSTEM

The City of Beaumont provides wastewater collection and conveyance service to the Project Site. As a part of the Proposed Project, new sewer lines would connect to the existing sewer lines on-site, which connect to the existing sewer main in Carnation Lane. No off-site sewer line construction or upsizing would be required to accommodate the Proposed Project.

SOLID WASTE AND RECYCLING

Solid waste and recycling generated by the Proposed Project would be collected and hauled away by Waste Management (which currently serves the school campus) and transported to/disposed of at the appropriate waste and recycling facilities in the County of Riverside. The existing solid waste enclosure that serves the existing school would also serve the Proposed Project.

UTILITIES AND SERVICE SYSTEMS

Plans for utilities and service systems that would serve the Proposed Project include provision of electricity (Southern California Edison), natural gas (Southern California Gas Company), and telecommunications (Frontier, Spectrum, T-Mobile). All modification of, and connection to, existing utility and service systems would be accommodated consistent with the District and service provider's requirements. Also, all new utility infrastructure would be installed underground or placed in enclosed spaces (e.g., utility closets).

2.3.8 Project Phasing and Construction

Construction of the Proposed Project is anticipated to occur over a period of approximately 14 months, commencing in October 2026 and ending in December 2027. The opening day for the Beaumont Early Childhood Education Center would be January 2028. Construction activities would disturb approximately 3.07 acres of the 12.73-acre school campus; see Figure 3, *Aerial Photograph*, for the proposed area of improvement. Based on the proposed construction timeline and for purposes of the analysis provided in this Initial Study, the Proposed Project is anticipated to be operational by January 2028.

Demolition of existing improvements would be limited to some hardscape demolition (e.g., parking area asphalt, concrete walkways) and soil disturbance and clearing of existing vegetation consisting mostly of sod associated with a playfield. Also, approximately 12 trees near the southeastern end of the Project Site would be removed to make room for the

proposed parking area improvements in this area; the trees occur along the entry drive and parking area. No soil import would be required; however, up to 1,500 cubic yards of soil export would be required. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would occur within the boundaries of the proposed area of improvement associated with the Project Site. The anticipated types and quantities of construction equipment are further summarized in Section 3.III.

2.4 REQUIRED PERMITS AND APPROVALS

Following is a list of the District approvals required to implement the Proposed Project.

- Approval of Proposed Project
- Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

It is anticipated that the reviewing agencies for the Proposed Project would include, but may not be limited to:

- **California Department of General Services, Division of State Architect (DSA).** Plan review and construction oversight, including structural safety, fire and life safety, and access. compliance.
- **California Department of Education, School Facilities Planning Division.** Because the District is requesting new construction funds from the State Allocation Board, the plans must be reviewed and approved by the California Department of Education (Education Code Section 17070.50) before District can submit a funding request.
- **City of Beaumont Public Works Department.** Permit for curb, gutter, and any necessary off-site improvements.
- **Riverside County Fire Department.** Approval of plans for emergency access and emergency evacuation. DSA's approval of the fire/life safety portion of a project requires local fire authority review of elevator/stair access for emergency rescue and patient transport; access roads, fire lane markings, pavers, and gate entrances; fire hydrant location and distribution; and fire flow (location of post indicator valve, fire department connection, and detector check valve assembly).
- **State Water Resources Control Board.** Review of notice of intent to obtain permit coverage; issuance of general permit for discharges of stormwater associated with construction activity; review of Storm Water Pollution Prevention Plan.

3. ENVIRONMENTAL EVALUATION

This section includes a checklist for each environmental topic, evaluates the significance criteria in the checklists, and, if necessary, provides mitigation measures to reduce potential impacts.

I. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

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

DISCUSSION

a) ***Would the Proposed Project have a substantial adverse effect on a scenic vista?***

For purposes of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies. Vistas provide

visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

The Project Site is in the City of Beaumont, situated in the Riverside Lowlands. The broader region offers scenic views of the San Gorgonio Mountains to the north/northwest and the San Jacinto Mountains to the east/southeast from various vantage points. Views of these mountains are partially obstructed from different vantage points in and around the Project Site by existing mature trees and residential development.

Carnation Lane and Cherry Avenue, which run north/south and form the eastern and western Project Site boundaries, respectively, offer obstructed distant views of the San Gorgonio Mountains to motorists and passersby traveling north on Carnation Lane and Cherry Avenue. Development of the Proposed Project would not obstruct any available views of the mountains from motorists or passersby as development of the Project Site would occur on the west side of Carnation Lane and the viewshed is to the north. Likewise, development of the Project Site would occur on the east side of Cherry Avenue and the viewshed of these mountains is to the north.

Additionally, a review of the Beaumont General Plan confirms that there are no designated scenic vistas or protected viewsheds on or in the vicinity of the Project Site. While distant views of the San Gorgonio Mountain ranges may be glimpsed from some local roadways such as Carnation Lane and Cherry Avenue, these are broad, regional vistas. The Proposed Project's location, existing surrounding development patterns, and topography do not establish the Project Site as a primary or unique viewing location for these features.

Furthermore, the Beaumont General Plan Conservation and Open Space Element identifies no designated open space resources (a designation typically used to determine the value of certain public vistas in order to gauge adverse effects) or scenic designations on-site or immediately adjacent to the Project Site that would be affected.

Finally, overall site topography can be characterized as relatively flat, with no notable change in elevation. There are no visible landforms (e.g., mountains, hills, creeks) from the Project Site or surrounding area; and no landforms are on or within proximity of the Project Site.

Based on the preceding, the Proposed Project would not substantially degrade any valued scenic resource. Therefore, **no impact** would occur, and no mitigation measures are necessary.

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

Scenic highways are a unique component of the region's circulation system as they traverse areas of scenic or aesthetic value. According to the California Department of Transportation (Caltrans), a highway may be designated as scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view (Caltrans 2026a).

The Project Site is in an urbanized area of Beaumont and is not within or near an official state-designated scenic highway or an eligible state scenic highway. The nearest officially designated State scenic highway is a portion of State Route 243, between Wesley Street and State Route 74, located approximately 5 miles southwest of the Project Site (Caltrans 2026b). Due to the distance, topography, and intervening development, the Proposed Project would not impact scenic resources within a state scenic highway.

Furthermore, the Project Site is developed with play fields and parking improvements of the Anna M. Hause Elementary School campus. There are no rock outcroppings, historic buildings, or other significant scenic resources identified on the site.

Therefore, **no impact** would occur, and no mitigation measures are necessary.

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

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refers to the identification of visual resources and their quality, as well as an overall visual perception of the environment. According to the United States Census Bureau 2020 Census Urban Areas list, the Riverside-San Bernardino area, which includes the City of Beaumont, is classified as an "Urban" area (USCB 2023). Based on the Project Site's urban setting, the Proposed Project's consistency with applicable zoning and other regulations governing scenic quality is evaluated.

The Project Site is in an urbanized area of Beaumont, which is characterized by flat topography and residential development. Existing land use and conditions of the Project Site and surrounding area are depicted in Figure 3, *Aerial Photograph*. As shown in the figure, the Project Site is surrounded by the existing school campus to the north, residential development to the northeast and west, and a water quality detention basin to the south.

Following is a discussion of the potential impact on the visual character or quality of the Project Site and its surroundings resulting from the construction and operational phases of the Proposed Project.

Project Construction Phase

Project implementation would result in construction activities that would temporarily change the visual character of the Project Site and its surroundings. Construction activities would involve soil disturbance; clearing and grubbing of existing vegetation; and the construction of buildings, parking areas, and all associated site improvements. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would occur within the Project Site boundaries and would contribute to a temporarily disturbed appearance, which may be perceived as a visual impact.

However, these effects are typical of any development in Beaumont. Construction is anticipated to occur over a single phase spanning approximately 14 months. While construction activities may be unsightly during the site preparation and building phases, these effects would be temporary and would cease upon project completion. Furthermore, standard construction fencing and screening practices would be employed to help shield active work areas from public view, minimizing the visual presence of stockpiles, equipment, and materials from the surrounding roadways and residences.

Therefore, Project-related construction activities, while temporarily altering a portion of the Project Site's appearance, would not result in a permanent substantial degradation of the visual character of the Project Site or its surroundings. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

Project Operation Phase

As agencies for the State for the local operation of a Statewide school system, school districts are generally exempt and not subject to local regulations. The Proposed Project includes numerous site improvements within the Project Site, which is developed with playfields and parking improvements of the Anna M. Hause Elementary School campus. As shown in Figure 3, *Aerial Photograph*, the Project Site encompasses approximately 3.07 acres in the southern end of the 12.73-acre school campus.

Specifically, the Proposed Project would include the construction of new classroom buildings, a new play area, a lunch shelter, a new bus drop-off and pick-up zone, and various parking and circulation improvements that will serve the entire campus.

As shown in Figure 4, *Conceptual Site Plan*, the Beaumont Early Childhood Education Center would feature two (2) new buildings, which would form an L-shaped design. The new buildings would be designed and constructed as single-story buildings. Figures 5 and 6, *Conceptual Building Elevations*, illustrate the conceptual elevations and architectural design and features of the proposed buildings. As shown in these figures, the buildings would incorporate a contemporary architectural style and aesthetic design, which express the building’s educational use and purpose.

The Proposed Project would be consistent with the existing educational development on the school campus and would support the existing academic uses on the campus. The Proposed Project would feature a contemporary design with an emphasis on maintaining a relationship with the surrounding residential community. The architectural style, massing, and material choices would be compatible with the character of the existing school campus and with the surrounding community's character. The Proposed Project's scale and low-profile design (single-story) are consistent with the school campuses urban setting and the campuses Institutional land use designation.

Furthermore, the Proposed Project is a permitted public use that is compatible with the residential neighborhood context. The design and implementation would be subject to review and approval by the District and DSA and would be consistent with the District's authority under California Government Code. The Proposed Project is a community-serving institution that fits appropriately within the existing school campus and area's development pattern.

Furthermore, the Proposed Project's design would incorporate new landscape planting that would enhance the Project Site's appearance.

Therefore, the operational phase of the Proposed Project would not substantially degrade the visual character or quality of the site and its surroundings. Impacts would be **less than significant,** and no mitigation measures are necessary.

d) ***Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Lighting effects are associated with the use of artificial light during the evening hours. There are two primary sources of light—light emanating from building interiors passing through windows and openings, and light from exterior sources (i.e., street lighting, architectural building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Excessive light and/or glare can impair vision, cause a nuisance, affect sleep patterns, and generate safety hazards when experienced by drivers. Uses such as residences, elderly care facilities, schools, and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill or trespass is considered a nuisance and is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on surfaces of buildings or objects, including highly polished surfaces such as glass windows or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation experienced by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior façades largely or

entirely composed of highly reflective glass. Daytime glare can also be generated by light reflecting off passing or parked cars. Glare is produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the day and year. Excessive glare not only impedes visibility but also increases the ambient heat reflectivity in a given area. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

As shown in Figure 3, *Aerial Photograph*, the Project Site comprises a portion of the Anna M. Hause Elementary School campus, which is currently a source of artificial nighttime light. Sources of light and glare also exist from surrounding residential development.

Following is a discussion of potential day- and nighttime light and glare impacts resulting from the Proposed Project.

Project Construction Phase

Proposed Project construction would be limited to daytime hours. With the exception of illumination during nighttime hours of the construction area for safety and security purposes, no other nighttime lighting would be required until the Proposed Project is operational. Additionally, construction activities are not anticipated to result in flat, shiny surfaces that would reflect sunlight or cause other natural glare and all material resulting from building demolition within the Project Site would be removed from the Project Site. Therefore, no short-term, construction-related impacts associated with light and glare would occur. Impacts would be **less than significant**, and no mitigation measures are necessary.

Project Operation Phase

Daytime Glare

The Proposed Project includes architectural materials such as glazing (windows and doors) that could reflect sunlight. However, the building design emphasizes non-reflective materials, and the proportion of glazing relative to overall building façades would be limited. The Proposed Project's low-profile, non-urban design and use of landscaping would further minimize potential reflectivity. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

Nighttime Lighting and Glare

As shown in Figure 3, *Aerial Photograph*, the Project Site comprises a portion of the Anna M. Hause Elementary School campus, which is currently a source of artificial nighttime light. Project operation would introduce new sources of artificial light to the Project Site and surrounding area. Nighttime site lighting for the Project Site would consist of exterior building-mounted light

fixtures; interior lighting for the new buildings; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the new parking areas and drive aisles; and security lighting.

The Proposed Project's necessary lighting for safety and operation would be downward directed, shielded, and designed to prevent trespass and spillover onto adjacent residential properties. The proposed landscaping would also help screen and buffer light sources. The proposed lighting is also typical of lighting that already exists on the Project Site and overall school campus.

Furthermore, the Proposed Project would be designed to comply with all applicable standards for outdoor lighting to contain direct illumination on-site and prevent glare and light pollution. Compliance with these standards, reviewed and enforced through the District's plan approval process, would ensure lighting is compatible with the rural residential setting.

Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

II. Agriculture and Forestry Resources

In determining whether impacts on 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 Department 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. Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

DISCUSSION

a) ***Would the Proposed Project 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?***

According to the Department of Conservation's Farmland Mapping and Monitoring Program, the Project Site is designated as "Urban and Built-Up Land" (DOC 2026a). The Project Site is not identified as or located adjacent to an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As shown in Figure 3, *Aerial Photograph*, the Project Site comprises a portion of an elementary school campus and surrounded by residential uses; agricultural activities do not occur on, abutting, or in the vicinity of the Project Site. The Project Site is also not suitable for grazing or crop production. Therefore, **no impact** would occur, and no mitigation measures are necessary.

b) ***Would the Proposed Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The Project Site is not zoned for agricultural use. According to the City of Beaumont's zoning map, the Project Site, which comprises a portion of the Anna M. Hause Elementary School campus, is zoned Specific Plan (SP). Pursuant to the Sundance Specific Plan, the Project Site is designated as Institutional, which does not permit agricultural uses. Additionally, the Project Site is not subject to any Williamson Act contract, and there are no contracted agricultural lands on-site or within the immediate vicinity (DOC 2026b). Therefore, Project implementation would not conflict with zoning for agricultural uses or a Williamson Act contract. Accordingly, **no impact** would occur, and no mitigation measures are necessary.

c) ***Would the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

Forest land is defined 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" (California Public Resources Code § 12220(g)). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code § 4526).

As shown in Figure 3, *Aerial Photograph*, the Project Site is highly disturbed and comprises a portion of the Anna M. Hause Elementary School campus. The Project Site is surrounded by the existing school campus to the north, residential uses to the east and west, and a water quality detention basin to the south. Pursuant to the Sundance Specific Plan, the Project Site is designated as Institutional; it is not zoned for forest land or timberland, and no such uses are present on-site, abutting, or nearby. The Project Site does not meet the definition of lands designated as forestland or timberland as defined by PRC Sections 12220(g), 4526, and 51104(g). Additionally, the few scattered trees on-site (along the northwestern/western site boundary) are ornamental and not cultivated for forest resources.

Therefore, implementation of the Proposed Project would not conflict with existing zoning or cause rezoning of forestland, timberland, or timberland zoned timberland production. **No impact** would occur and no mitigation measures are necessary.

d) ***Would the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use?***

See response to Section II.c, above. The Project Site is not designated or zoned for forest or timber land or used for forestry. As stated above, it is zoned Institutional. As substantiated in this section, **no impact** would occur, and no mitigation measures are necessary.

e) ***Would the Proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

See responses to Sections II.a, b, and c, above. The Project Site does not contain farmland or other agricultural uses and are not adjacent to or in proximity to such uses. As substantiated in these sections, **no impact** would occur, and no mitigation measures are necessary.

III. Air Quality

The Air Quality section addresses the impacts of the Proposed Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project Site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2026).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

DISCUSSION

a) *Would the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?*

The South Coast AQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of general plans, specific plans, and significant projects.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. As mentioned in Section XIV, *Population and Housing*, the Proposed Project would serve the existing student population within the District's boundaries. Based on its scope and nature, the Proposed Project would not substantially affect housing, employment, or population projections within the region.

Additionally, as described below in Section III.b, the regional emissions that would be generated by the operational phase of the Proposed Project would be less than the South Coast AQMD emissions thresholds, which were developed by the South Coast AQMD to determine individual projects' potential contribution to cumulative air quality impacts, and would therefore not be

considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the Proposed Project would not affect the regional emissions inventory or conflict with strategies in the 2022 AQMP. Impacts would be **less than significant,** and no mitigation measures are necessary.

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

The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the Proposed Project.

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints.

Construction activities for the Proposed Project would involve various improvements to the Anna M. Hause Elementary School campus, including new classroom buildings for the Beaumont Early Childhood Education Center, play area, lunch shelter, and parking and circulation improvements. The proposed improvements would disturb approximately 3.07 acres of the 12.73-acre school campus. The Proposed Project would involve demolition, site preparation, grading, building construction, paving, and architectural coating. Overall construction is anticipated to occur over a period of approximately 14 months, starting in October 2026 and finishing in December 2027. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1, and are based on the preliminary construction duration and equipment mix approved by the District.

Table 1 shows that maximum daily emissions for VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be **less than significant** and no mitigation measures are necessary.

Table 1 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lbs./day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2026						
Demolition	2	21	20	<1	1	1
Site Preparation	3	30	30	<1	10	5
Grading	3	30	29	<1	6	3
Building Construction	1	10	13	<1	1	<1
Year 2027						
Building Construction	1	10	14	<1	<1	<1
Building Construction, Paving, and Architectural Coating	12	17	25	<1	1	1
Impact Analysis						
Maximum Daily Construction Emissions	**12**	**30**	**30**	**<1**	**10**	**5**
South Coast AQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. South Coast AQMD 2023. Highest winter or summer emissions are reported. (Appendix A)

1 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

2 Based on preliminary information provided by the District. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment. Totals may not add up due to rounding.

Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles).

As identified in the Traffic Impact Study prepared for the Proposed Project (Appendix E), the Proposed Project would generate an estimated 454 new average daily vehicle trips on weekdays to the Project Site. As shown in Table 2, it is anticipated that operation of the Proposed Project would result in emissions that would not exceed the South Coast AQMD regional operation-phase significance thresholds. Impacts to the regional air quality associated with operation of the Proposed Project would be **less than significant** and no mitigation measures are necessary.

Table 2 Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	1	1	8	<1	2	<1
Area	1	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	**2**	**1**	**9**	**<1**	**2**	**<1**
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

c) ***Would the Proposed Project expose sensitive receptors to substantial pollutant concentrations?***

The Proposed Project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the acreage of daily ground disturbance on the Project Site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The Project Site is within SRA 29: Banning Pass Area, and the nearest off-site sensitive receptors are single-family residences adjacent to the southeastern boundary of the Project Site beyond Carnation Lane.

Air pollutant emissions generated by project-related construction activities would cause temporary increases in air pollutant concentrations. Table 3 shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs for sensitive receptors within minimum reference distance of 82 feet (25 meters) for NO_X, CO, PM_{10} and $PM_{2.5}$ in SRA 29. As shown in Table 3, construction of the Proposed Project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Thus, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant

concentrations. Localized air quality impacts from construction activities would be **less than significant** and no mitigation measures are necessary.

Table 3 Localized Construction Emissions

	Pollutants (lbs./day)[1,2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
South Coast AQMD 3.07-acre LST	**180**	**1,996**	**14**	**8**
Site Preparation	29	29	10	5
Grading	27	28	5	3
Exceeds LST?	**No**	**No**	**No**	**No**
South Coast AQMD 1.31-Acre LST	**117**	**1,169**	**7**	**5**
Building Construction 2026	10	13	<1	<1
Building Construction 2027	9	13	<1	<1
Building Construction, Paving, and Architectural Coating 2029	17	24	1	1
Exceeds LST?	**No**	**No**	**No**	**No**
South Coast AQMD ≤1.00 Acre LST	**103**	**1,000**	**6**	**4**
Demolition	21	19	1	1
Exceeds LST?	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1 and South Coast AQMD 2008a, 2011, and 2023.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on receptors within 82 feet (25 meters) for NOX, CO, PM10 and PM2.5 in SRA 29.

1 Where specific information for Project-related construction activities or processes was not available, modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

2 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risk

The Proposed Project would elevate concentrations of TACs (i.e., diesel particulate matter [DPM]) in the vicinity of sensitive land uses during temporary construction activities that would use off-road equipment operating on-site, and at different levels depending on the type of activity. As described previously, the nearest off-site sensitive receptors would be single-family residences adjacent to the southeastern boundary of the Project Site beyond Carnation Lane and the students of the Anna M. Hause Elementary School directly north of the Project Site. A site-specific construction health risk assessment (HRA) of TACs was prepared to quantify potential health risk emissions during construction (Appendix A). The results of the analysis are

shown in Table 4 and demonstrate that construction activities associated with the Proposed Project would exceed the South Coast AQMD thresholds at the Residential Maximum Exposed Receptor (MER).

Table 4 Unmitigated Construction Risk Summary

Receptor[1]	Cancer Risk (per million)	Chronic Hazards
Off-site Residential MER	12	<0.1
On-site Elementary School MER	<1	<0.1
South Coast AQMD Threshold	**10**	**1.0**
Exceeds Threshold?	**Yes**	**No**

Source: Appendix A; Cancer risk calculated using 2015 OEEHA guidance.
Notes: MER = Maximum Exposed Receptor

The HRA is based on the maximum receptor concentration for each receptor type (e.g., residential, elementary school) over an approximately 1.17-year construction exposure duration. The results of the HRA are as follows:

- Cancer risk for the Residential MER, single-family residence approximately 70 feet from the Project Site to the southeast along Lilies Way Carnation Lane, from construction activities related to the Proposed Project were calculated to be approximately 12 in a million, which would exceed the 10 in a million-significance threshold.
- Cancer risk for the Elementary School MER, directly north of the proposed improvements, were calculated to be approximately 1 in a million, which would not exceed the 10 in a million-significance threshold.
- For non-carcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the off-site sensitive receptors. Therefore, chronic non-carcinogenic hazards are less than significant.

As shown in Table 4, construction-related activities associated with the Proposed Project would result in an exceedance of the South Coast AQMD health risk thresholds at the Residential MER. Therefore, the Proposed Project could expose nearby receptors to substantial concentrations of air pollutant emissions during construction and project-related construction activities would result in potentially significant health risk impacts without mitigation.

Consequently, Mitigation Measure AQ-1 would require the use of construction equipment meeting Tier 4 interim or higher emissions standards to minimize short-term emissions and associated health risk impacts. As shown in Table 5, with the implementation of Mitigation

Measure AQ-1, the cancer risk at the Residential MER location during Proposed Project construction would be reduced to 3 in one million and be below the South Coast AQMD's significance threshold of 10 in one million. Additionally, the already less than significant cancer risk and chronic hazard impacts at the Elementary School MER would be further reduced below the significance thresholds with implementation of Mitigation Measure AQ-1. Accordingly, the Proposed Project would not expose off-site sensitive receptors to substantial concentrations of toxic air contaminant emissions during construction and impacts would be **less than significant with mitigation incorporated**.

Table 5 Mitigated Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Off-site Residential MER	3	<0.1
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	No	No

Note: Cancer risk calculated using 2015 OEHHA HRA guidance. Includes Mitigation Measure AQ-1, which requires all off-road construction equipment to be fitted with engines that meet the USEPA Tier 4 Interim emissions standards for offroad equipment with engines 50 horsepower or higher during on-site construction activities.

Mitigation Measure AQ-1: The Beaumont Unified School District's (District) construction contractor shall implement the following requirements for all off-road equipment used for project construction.

- Prior to construction, the project applicant shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 4 interim or higher emissions standards for off-road, diesel-powered construction equipment with more than 50 horsepower during all on-site construction activities.
- If Tier 4 interim equipment is not commercially available, the contractor may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NO_X and PM emissions comparable to that of Tier 4 construction equipment. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 interim engines similar to the availability for other large-scale construction projects in the project region occurring at the same time and taking into consideration factors such as (i) potential significant delays to

critical-path timing of construction and (ii) geographic proximity to the Project Site of Tier 4 interim equipment.

- Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 3 equipment retrofitted with a California Air Resources Board's Level 3 Verified Diesel Emissions Control Strategy shall be used.
- During construction, the construction contractor shall maintain a list of all operating off-road equipment on the construction site for verification by the District.
- The construction equipment list shall state the makes, models, Engine Identification Numbers, Engine Family Numbers, and numbers of off-road construction equipment on-site.
- To the extent that equipment is available and cost-effective, contractors shall use electric, hybrid, or alternate-fueled off-road construction equipment.
- Contractors shall use electric construction tools, such as saws, drills, and compressors, where grid electricity is available.
- Construction contractors shall ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.
- All sub-contracts and construction documents shall identify that all non-essential idling of construction equipment is restricted to 5 minutes or less in compliance with California Air Resources Board Rule 2449. The construction contractor is responsible for ensuring that this requirement is met.

Operation LSTs

Operation of the Proposed Project would not generate substantial emissions from on-site stationary sources. Land uses with the potential to generate substantial stationary sources of emissions include industrial land uses (e.g., chemical processing plants) and warehousing operations that involve truck idling and may require permits from South Coast AQMD. As a school campus, the Proposed Project does not fall within these categories of uses. While operation of the improved campus would use standard on-site mechanical equipment, such as heating, ventilation, and air conditioning, associated air pollutant emissions would be nominal.

Localized air quality impacts related to operation-related emissions would be **less than significant** and no mitigation measures are necessary.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. However, South Coast AQMD does not have an adopted screening criteria to determine whether a project may have the potential to generate a CO hotspot. According to the Bay Area Air District, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (Bay Area Air District 2023).

According to the Traffic Impact Study prepared for the Proposed Project, the intersection of Starlight Avenue and E. Oak Valley Parkway is projected to have 1,182 AM peak hour trips at the opening year (2028) of the Proposed Project (Figure 8 in Appendix E). Therefore, the Proposed Project would not result in peak hour traffic volumes that exceed the Bay Area Air District's recommended hourly screening criteria. Thus, the Proposed Project would not introduce new vehicle trips which may result in a CO hotspot when combined with existing traffic volumes. Impacts would be **less than significant,** and no mitigation measures are necessary.

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

The Proposed Project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors

emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Proposed Project would include the construction of new buildings for the Beaumont Early Childhood Education Center and involve various surface improvements to an existing campus in the District's service area. As a result, the Proposed Project would not fall within the objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Therefore, odor impacts would be **less than significant,** and no mitigation measures are necessary.

IV. Biological Resources

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

DISCUSSION

a) ***Would the Proposed Project 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?***

Candidate species are plants and animals that have been studied and the US Fish and Wildlife Service (USFWS) has concluded that they should be proposed for addition to the federal endangered and threatened species list. Sensitive biological resources are habitats[2] or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. The California Department of Fish and Wildlife (CDFW), USFWS, and organizations like the California Native Plant Society maintain

[2] Per the California Department of Fish and Wildlife, habitat is where a given plant or animal species meets its requirements for food, cover, and water in both space and time.

watch lists of such resources. Special status species is a universal term used in the scientific community for species that are considered sufficiently rare that require special consideration and/or protection and should be, or have been, listed as rare, threatened, or endangered by USFWS and/or CDFW.

As shown in Figure 3, *Aerial Photograph*, the Project Site is entirely disturbed and is within the Anna M. Hause Elementary School campus. There is no suitable habitat on-site that is required for candidate, sensitive, or special status species to occur. No federally designated critical habitat exists on-site or in the vicinity of the Project Site (USFWS 2026a). The school campus has operated as an elementary school since 2008 and is surrounded by residential uses to the north, east and west. The Project Site consists of un-vegetated land and areas that are vegetated, regularly maintained or mowed and dominated by landscaped planting (e.g., ornamental trees, sod) typical of a school campus. Development of the Proposed Project would disturb the landscaped planting, which are not considered sensitive.

Additionally, the vegetated area to the south, just beyond the southern Project Site boundary (Figure 3, *Aerial Photograph*) would not be disturbed or impacted in any way as all Proposed Project improvements would occur within the confines of the Project Site. The existing chain-link fencing along the southern Project Site boundary would remain. There is also an existing paved trail that provides a buffer between the Project Site and the vegetated area.

Therefore, the Proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Impacts would be **less than significant**, and no mitigation measures are necessary.

b) ***Would the Proposed Project 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?***

As shown in Figure 3, *Aerial Photograph*, the Project Site is disturbed and is within the Anna M. Hause Elementary School campus. No suitable habitat for sensitive plants, mammals, reptiles, or fish species exists on the Project Site that would be directly or indirectly affected by development of the Proposed Project. The Project Site has no riparian habitat or other sensitive natural community; no wetlands or other jurisdictional waters of the United States, and no surface water bodies, drainages, streams, or waterways.

As shown in Figure 3, *Aerial Photograph*, there is a drainage feature (Potrero Creek) that runs along the western Project Site boundary, which feeds into the Cherry Detention Basin to the south. The National Wetlands Inventory identifies the creek as riverine habitat classified as R4SBA[3], representing an intermittent streambed that is temporarily flooded (USFWS 2026b).

[3] Riverine (R): Riverine System
4: Intermittent (flowing only part of the year)

NWI mapping is intended for screening-level identification and may not reflect current site conditions; however, it indicates the potential presence of riverine habitat that could provide limited habitat value for wildlife species associated with drainage corridors.

Potrero Creek would not be disturbed or impacted in any way as all Proposed Project improvements would occur within the confines of the Project Site. The existing chain-link fencing along the western Project Site boundary would remain. There is also an existing paved trail that provides a buffer between the Project Site and the creek.

Additionally, as described in Section 3.X, *Hydrology and Water Quality*, the District's construction contractor would be required to prepare and implement a Stormwater Pollution Prevention Plan (which would outline best management practices) to minimize erosion, sedimentation, and pollutant discharges. As discussed in Section 3.X, adherence to the best management practices in the SWPPP and with local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Furthermore, all project-related operational drainage would be directed to the proposed on-site drainage system, and no drainage would be directed towards or enter the creek.

Therefore, the Proposed Project would not have a substantial adverse effect on a riparian habitat or other sensitive natural community. Impacts would be **less than significant**, and no mitigation measures are necessary.

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

Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs.

See response to Section IV.b, above. As noted in this section, the National Wetlands Inventory identifies the Potrero Creek as riverine habitat, representing an intermittent streambed that is temporarily flooded. However, as substantiated in this section, impacts to Potrero Creek would be **less than significant** and no mitigation measures are necessary.

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

SB: Streambed (unconsolidated substrate; generally, channel/bed)
A: Temporarily Flooded

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

The Project Site is developed with improvements associated with the Anna M. Hause Elementary School campus and is located within a residential community. The Project Site and its surroundings do not provide habitat for the movement of native resident or migratory fish or wildlife species. The Project Site is not located in any regional wildlife corridor or habitat linkage. Although the Project Site may provide some habitat for limited wildlife movement and live-in habitat—particularly for avian species and small to medium mammals that are adapted to urban settings—the Project Site does not function as a wildlife corridor or nursery site. Additionally, the Project Site and environs are not identified or designated as a wildlife corridor or nursery site.

However, construction of the Proposed Project would require ground disturbance and removal of approximately 12 trees near the southeastern end of the Project Site to make room for the proposed parking area improvements in this area. The trees could provide potential nesting habitat for birds protected by the Migratory Bird Treaty Act (MBTA), California Migratory Bird Protect Act (MBPA), and Section 3513 et seq., of the California Fish and Game Code. If present at the time of tree removal, active nests, eggs, or young could be destroyed or otherwise disturbed to a point at which the young do not survive, which would be a violation of the MBTA, MBPA, and the Fish and Game Code. In addition, indirect impacts from noise or vibration have the potential to disturb an active bird nest that may occur in adjacent landscaping to the point of failure if the nest is within immediate proximity to project activities, and this would also be a violation of the MBTA and Fish and Game Code.

Project construction could result in direct and/or indirect impacts to nesting birds, including the loss of nests, eggs, and fledglings if ground-disturbing activities occur during the nesting season (generally February 1 through August 31). Construction activities during this time may result in reduced reproductive success and may violate the MBTA and California Fish and Game Code Section 3513. If construction (including any ground-disturbing activities) occurs during the nesting season, a nesting bird survey must be conducted by a qualified biologist prior to grading activities, as outlined in Mitigation Measure BIO-1. If nesting birds are observed within or adjacent to the construction activities, avoidance of active bird nests should occur as determined by the qualified biologist to ensure compliance with these regulations.

Adherence to the MBTA, MBPA, and the Fish and Game Code regulations and implementation of Mitigation Measures BIO-1 would ensure that if construction activities occur during the breeding season, appropriate measures would be taken to avoid impacts to nesting birds, if any are encountered. Compliance with the MBTA requirements and Mitigation Measure BIO-1 would be

ensured through the District's and DSA's development review process. Therefore, impacts would be reduced to a level of **less than significant** with implementation of mitigation.

> **Mitigation Measure BIO-1: Preconstruction Nesting Bird and Raptor Survey**. To avoid impacts to nesting birds within or adjacent to the Project Site and to comply with the California Fish and Game Code Sections 3503 and 3513 and the Migratory Bird Treaty Act, any site clearing and ground-disturbing activities shall occur during the non-nesting (or nonbreeding) season for birds (generally, September 1st to January 31st). If this avoidance schedule is not feasible, prior to the commencement of any proposed ground-disturbing activities (e.g., site clearing, grading) during the breeding/nesting season (generally, February 1 through August 31), a qualified monitoring biologist contracted by the Beaumont Unified School District (District) shall conduct a preconstruction survey(s) to identify any active nests in and adjacent to the Project Site no more than three days prior to initiation of the action. If the biologist does not find any active nests that would be potentially impacted, the proposed action may proceed. However, if the biologist finds an active nest within or directly adjacent to the action area (within 100 feet) and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone (generally 500 feet) around the nest using temporary plastic fencing or other suitable materials, such as barricade tape and traffic cones. The final buffer zone shall be determined by the biologist in consultation with applicable resource agencies; in consideration of species sensitivity and existing nest site conditions; and in coordination with the District and construction contractor. The qualified biologist shall serve as a construction monitor when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests. Only specified activities (if any) approved by the qualified biologist in coordination with the construction contractor shall take place within the buffer zone until the nest is vacated. Activities that may be prohibited within the buffer zone by the biologist include but are not limited to grading and tree clearing. Once the nest is no longer active and upon final determination by the biologist, the proposed action may proceed within the buffer zone. The monitoring biologist shall prepare a survey report summarizing their findings and recommendations of the preconstruction survey. Any active nests observed during the survey shall be mapped on a current aerial photograph, including documentation of GPS coordinates, and included in the survey report. The completed survey report shall be submitted to the District prior to the commencement of construction-related activities that have the potential to disturb any active nests during the nesting season.

e) ***Would the Proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Approximately 12 trees would be removed near the southeastern end of Project Site to make room for the proposed parking area improvements in this area; the trees occur along the entry drive and parking area. However, all trees to be removed are ornamental and not native to

Riverside County or southern California. Additionally, the City does not have a tree preservation ordinance or other ordinance that protects biological resources. Therefore, impact would be **less than significant,** and no mitigation measures are necessary.

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

The Western Riverside County Multi Specific Habitat Conservation Plan (WRCMSHCP) is a comprehensive, multijurisdictional habitat conservation planning program for western Riverside County, California. The purpose of the WRCMSHCP is to preserve native habitats, and to this end, the plan focuses on the habitat needs of multiple species rather than one species at a time. The WRCMSHCP provides coverage/take authorization for some species listed under the federal or state Endangered Species Act (ESA) as well as non-listed special-status plant and wildlife species. It also provides mitigation for impacts to special-status species and their associated habitats.

Through agreements with USFWS and CDFW, 146 listed and special-status plant and animal species receive some level of coverage under the WRCMSHCP. Of the 146 covered species, the majority have no additional survey needs or conservation requirements. Furthermore, the WRCMSHCP provides mitigation for project-specific impacts to these species, thereby reducing the degree of impact to below a level of significance, pursuant to CEQA.

Several of the species covered under the WRCMSHCP have additional survey requirements. These include the riparian communities and associated species addressed in Section 6.1.2 of the WRCMSHCP (“Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools”), plants identified in Section 6.1.3 (“Narrow Endemic Plant Species”), and plants and animal species addressed in Section 6.3.2 (“Additional Survey Needs and Procedures”).

The Project Site is located within the WRCMSHCP boundaries. However, the Project Site is not within a Cell Group or Criteria Cell of the WRCMSHCP (RCA 2026). A Cell Group is an identified grouping of Cells within a Criteria Area. A Criteria Cell is a series of grids utilized by the Regional Conservation Authority Western Riverside County to organize and track development and conservation areas within western Riverside County in which land can be acquired for the Multiple Species Habitat Conservation Plan. Because the Project Site is located outside the boundaries of a criteria cell, the project site is not in an area described for conservation in the WRHMSHCP (RCTLMA 2026). Additionally, the Project Site is disturbed and developed with improvements associated with the Anna M. Hause Elementary School campus.

Therefore, **no impact** would occur, and no mitigation measures are necessary.

V. Cultural Resources

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

DISCUSSION

a) *Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The Project Site is developed with improvements associated with the Anna M. Hause Elementary School campus, which opened in 2008. Resources younger than 45 years old are usually not evaluated for eligibility for listing on the California Register of Historic Resources. Additionally, the Proposed Project does not include demolition, removal, or any modifications of any of the existing school buildings. The Proposed Project includes development of the

Beaumont Early Childhood Education Center and a number of improvements in the southern end of the school campus, which is mainly developed with playfields and parking lot improvements (Figure 3, *Aerial Photograph*).

Additionally, according to the City of Beaumont General Plan 2040 EIR, there are eight historic buildings within the city including Old Bank, Old High School, Beaumont Carnegie Library, Beaumont Woman's Club, Old Church, Saint Stephen's Episcopal Church, San Gorgonio Catholic Church, and Beaumont Hotel (City of Beaumont 2020). There are also several California Points of Historic Interest in the city. California Points of Historical Interest are buildings, sites, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. The local California Points of Historical Interest in the city include Beaumont Carnegie Library, Bogart House, Frink Ranch, Noble's Ranch, and Saint Boniface School (City of Beaumont 2020). The Project Site does not contain or abut any of these historic buildings or California Points of Historic Interest.

Therefore, the Proposed Project would not cause a substantial adverse change in the significance of a historical resource. **No impact** would occur and no mitigation measures are necessary.

b) ***Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The Project Site is in an urbanized area of Beaumont and has already been disturbed due to grading and construction activities associated with existing Anna M. Hause Elementary School campus. Additionally, according to the City of Beaumont General Plan 2040 EIR, the overall city boundary, which includes the Project Site, is low sensitivity for prehistoric sites.

Furthermore, implementation of the Proposed Project would result in limited ground disturbance to construct new classroom buildings for the Beaumont Early Childhood Education Center, a new play area, a lunch shelter, a new bus drop off and pick-up zone, and various parking solar photovoltaic (PV) structure, and circulation improvements that will serve the entire campus (Figure 4, *Conceptual Site Plan*). The earthwork activities associated with the Proposed Project would generally be surface level since no subterranean levels are proposed, which typically requires extensive excavation.

Finally, the results of a Sacred Lands File search conducted through the Native American Heritage Commission (NAHC) were negative, revealing no recorded traditional cultural places within the school campus or Project Site.

Based on the results of the Sacred Lands File search and given the highly disturbed condition of the Project Site and its surroundings and the level of ground disturbance proposed, the potential for development of the Proposed Project to impact an unidentified archaeological resource is considered low. Nevertheless, the potential still exists that project-related ground-disturbing activities (e.g., grading and excavation) may uncover unknown subsurface archeological resources.

In the event that unanticipated archaeological resources are encountered during implementation of the Proposed Project, impacts to these resources could be significant. As such, Mitigation Measure CUL-1 would be implemented to ensure that impacts to unanticipated archaeological resources and human remains would be treated properly. Therefore, impacts would be **less than significant** with Mitigation Measure CUL-1 incorporated.

> **Mitigation Measure CUL-1:** Prior to the commencement of ground-disturbing activities, the Beaumont Unified School District (District) shall have retained the services of a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A (Professional Archaeologist). The archaeological consultant shall be on call during all grading and other significant ground-disturbing activities. In the event that archaeological resources are discovered during ground-disturbing activities, all such activity shall cease in the immediate area of the find, and the professional archaeological monitor shall have the authority to halt any activities adversely impacting potentially significant cultural resources until they can be formally evaluated. Suspension of ground disturbances in the vicinity of the discovery shall not be lifted until the archaeological monitor has evaluated the discovery to assess whether it is classified as a significant cultural resource pursuant to the CEQA (California Environmental Quality Act) definition of historical (State CEQA Guidelines 15064.5[a]) and/or unique archaeological resource (Public Resources Code 21083.2[g]). If the resource is classified as a significant cultural resource, the qualified archaeologist shall make recommendations on the treatment and disposition of the deposits. For example, if archaeological resources are recovered and are determined to be of tribal cultural significance, they shall be preserved in place. If preservation is not possible, they shall be reburied on-site. If, for any reason, reburial on-site is not possible, it shall be relinquished to the consulting tribe(s). If archaeological resources are recovered and are determined to not be of tribal cultural significance, they shall be preserved in place. If preservation is not possible, they shall be reburied on-site. If, for any reason, reburial on-site is not possible, they shall be offered to a repository with a retrievable collection system and an educational and research interest in the materials such as the Western Science Center in Hemet, or any other local museum or repository willing to and capable of accepting and housing the resource. If no museum or repository is willing to accept the resource found, the resource shall be considered the property of the District and may be stored, disposed of, transferred, exchanged, or otherwise handled by the District at its discretion. The final recommendations on the

treatment and disposition of the deposits shall be developed in accordance with all applicable provisions of California Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4. The District shall follow all recommendations made by the archaeologist. The archaeologist shall prepare a final report describing all identified and curated resources (if any are found) and submit the report to the District.

c) *Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?*

Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 govern the discovery and treatment of human remains. These laws require specific procedures if human remains are encountered during ground-disturbing activities, particularly if the remains are determined to be Native American.

No cemeteries, marked graves, or other indicators of human burial are recorded within or adjacent to the Project Site. The NAHC's Sacred Lands File search yielded negative results, indicating no known Native American cemeteries or burial sites are formally recorded at this location. Furthermore, the surface survey conducted for the Project Site identified no evidence suggestive of human interment.

However, the Proposed Project involves ground disturbance for the construction of school buildings and parking lots. While there is no known evidence of human remains at the Project Site, the possibility of encountering previously unknown, buried human remains whether prehistoric, historic-era, or Native American cannot be entirely eliminated. Implementation of Mitigation Measure CUL-2 would formalize these required procedures in the project plans and specifications to ensure an appropriate response. With this measure in place, potential impacts related to the disturbance of human remains would be reduced to a level of **less than significant**.

Mitigation Measure CUL-2: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the NAHC in Sacramento within 24 hours. In accordance with California PRC, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains.

VI. Energy

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

DISCUSSION

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

The following discusses the potential energy demands from short-term construction and long-term operational energy consumption associated with the Proposed Project.

Short-Term Construction Impacts

Electrical Energy

Electricity use during construction of the Proposed Project would vary during different phases of construction. Construction of the Proposed Project would not require electricity to power most construction equipment. Later construction phases could result in the use of electricity-powered equipment for interior construction and architectural coatings. It is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands. Impacts would be **less than significant,** and no mitigation measures are necessary.

Natural Gas Energy

It is not anticipated that construction equipment used for the Proposed Project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

Transportation Fuels

Transportation fuel use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles. In addition, transportation fuel demand would come from use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered.

The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary. In addition, all construction equipment would cease operating upon completion of Proposed Project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure.

Moreover, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the Project Site is centrally located within the City of Beaumont in Riverside County and is served by numerous regional freeway systems (e.g., Interstate 10) that provide the most direct routes from various areas of the region. Thus, energy use during construction of the Proposed Project would not be considered inefficient, wasteful, or unnecessary. Impacts would be **less than significant,** and no mitigation measures are necessary.

Long-Term Impacts During Operation

Operation of the Proposed Project would generate new demand for electricity, natural gas, and transportation fuels. Operational use of energy would include heating, cooling, and ventilation of the proposed buildings; water heating; off-site vehicle use; exterior lighting; and use of on-site equipment and appliances.

Electrical and Natural Gas Energy

As shown in Table 6 implementation of the Proposed Project would result in an estimated 166,608 kilowatt hours of electricity use per year and 475,122 thousand kilo-British thermal units per year.

Table 6 Electricity and Natural Gas Consumption

Land Use	Electricity (kWh/year)	Natural Gas (kBTU/year)
Project Buildings	129,159	475,122
Parking Lot	37,449	0
Total	**166,608**	**475,122**

Source: CalEEMod Version 2022.1. Appendix A
Note: kWh=kilowatt-hour

Electrical service to the Project Site would be provided by Southern California Edison (SCE) and natural gas service would be through Southern California Gas Company (SoCalGas). Development associated with the Proposed Project would also be built to meet the Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen), which would improve building energy efficiency performance for electricity and natural gas use when compared to existing development in the region.

In addition, SCE is required to meet the renewable energy production goals of the California Renewable Portfolio Strategy (RPS). The RPS is a phased requirement for load serving entities, including SCE, to increase the proportion of in-state sales of electricity being procured from eligible renewable and carbon-free sources until 2045 when the goal is to achieve 100 percent of in-state sales be procured from carbon-free sources. The utility company's compliance with the State's RPS program would support the goals outlined in Appendix F of the CEQA Guidelines of promoting the use of renewable energy and decreasing reliance on fossil fuels.

Therefore, operation of the Proposed Project would result in a **less than significant** impact and no mitigation measures are necessary.

Transportation Energy

Operation of the Proposed Project would consume transportation energy consumption from motor vehicle use associated with students and staff to the Project Site. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and its associated transportation energy use. Based on the Traffic Impact Study, the Proposed Project would generate 454 new daily weekday vehicle trips (Appendix E). While the Proposed Project would generate an increase in vehicle trips to the Project Site, the Proposed Project would continue to serve the local population as a public school and would have a less than significant VMT impact.

Furthermore, fuel efficiency of vehicles after buildout would on average improve compared to vehicle fuel efficiencies experienced under existing conditions, resulting in a lower per capita fuel consumption assuming travel distances, travel modes, and trip rates remain the same. The

improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., Corporate Average Fuel Economy [CAFE] standards), resulting in new cars that are more fuel efficient and the attrition of older, less energy-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, the students and staff do not have direct control in determining the fuel efficiency of vehicles that are manufactured and available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing more energy-efficient vehicle options. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

b) ***Would the Proposed Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 50 percent by 2026, 52 percent by 2027, 60 percent by 2030, 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy. As previously stated, the Proposed Project would be required to comply with the current Building Energy Efficiency Standards and CALGreen. This infrastructure would reduce reliance on fossil fuels and align with state goals to increase the use of renewable energy. Therefore, implementation of the Proposed Project would not conflict with or obstruct implementation of California's RPS Program. Impacts would be **less than significant,** and no mitigation measures are necessary.

VII. Geology and Soils

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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:				

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

DISCUSSION

a) ***Would the Proposed Project 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.

Alquist-Priolo Earthquake Fault Zones are regulatory zones surrounding the surface traces of active faults in California that have ruptured in the last 11,000 years (DOC 2026c). An active fault has the potential for surface rupture, and a structure for human occupancy cannot be placed over the fault but must be a minimum distance from the fault (generally 50 feet).

Based on the California Geological Survey's Earthquake Zones of Required Investigation mapper, there are no Alquist-Priolo Earthquake Fault Zones on or adjacent to the Project Site (DOC 2026d). The nearest Alquist-Priolo Earthquake Fault Zone is along the Banning Fault segment of the San Andreas Fault Zone, approximately 2.2 miles northeast of the Project Site. No active faults, trace faults, or any other faults traverse through or encroach on the boundaries of the Project Site (DOC 2026d, 2026e). Since no active faults or any other fault exist on-site, surface rupture would not occur. Therefore, **no impact** would occur, and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

The most significant geologic hazard to the design life of the Proposed Project is the potential for moderate to strong ground shaking resulting from earthquakes generated on the faults in seismically active Southern California. The type and magnitude of seismic hazards affecting the Project Site is dependent on the distance to causative faults, the intensity, and the magnitude of the seismic event.

As previously discussed, the Banning Fault segment of the San Andreas Fault Zone is approximately 2.2-miles northeast of the Project Site. This fault, as well as others in the region, are considered capable of producing strong shaking at the Project Site, thereby exposing people or structures on the site to potential substantial adverse effects, including the risk of loss, injury, or death. The intensity of ground shaking on the Project Site would depend on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the Project Site.

The State regulates development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The California Building Code (CBC; California Code of Regulations, Title 24, Part 2) 2022 edition, adopted by reference in Title 15 (Buildings and Construction), Chapter 15.04 (Building Regulation) of the Riverside Code of Ordinances, contain provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-

site, and the strength of ground motion with specified probability of occurrence at the site. Project development would be required to adhere to the provisions of the CBC, which are enforced by DSA during the building plan check and development review process. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking.

Compliance with the provisions of the CBC would reduce impacts resulting from strong seismic ground shaking. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction occurs when saturated, low-density, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction most often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. The Project Site is not located within an area identified as susceptible to liquefaction. The nearest liquefaction zone is approximately 25 miles southwest of the Project Site at Rawson Canyon (DOC 2026d). Additionally, the Proposed Project would be required to comply with the provisions of the CBC. Since no areas of liquefaction exist on-site, and the Proposed Project would be constructed in compliance with the CBC, impacts from liquefaction would not occur. Therefore, **no impact** would occur, and no mitigation measures are necessary.

iv) Landslides?

Landslides are the downslope movement of geologic materials. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills.

According to the US Land Slide Inventory and Susceptibility Mapper, the Project Site is primarily considered an area of very low landslide potential (USGS 2026). Additionally, the overall site topography can be characterized as relatively flat, with no notable change in elevation. The Project Site is also surrounded mainly by residential development. There are no steep hills or bluffs on, adjacent to, or in the vicinity of the Project Site. Furthermore, the nearest landslide zone is approximately 25 miles southwest of the Project Site, near Black Mountain (DOC 2026d). Therefore, **no impact** would occur, and no mitigation measures are necessary.

b) ***Would the Proposed Project result in substantial soil erosion or the loss of topsoil?***

Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down

hillsides. Erosion can be increased greatly by earth-moving activities (e.g., excavation and grading) if erosion control measures are not used.

Following is a discussion of the potential erosion impacts resulting from the Proposed Project's construction and operational phases.

Construction Phase

Development at the Project Site involves site preparation, grading, and construction activities that would disturb soil and temporarily leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. However, development on the Project Site is subject to local and state codes and requirements for erosion control and grading during construction.

For example, Project development is required to comply with standard regulations, including South Coast AQMD Rules 402 (Nuisance) and 403 (Fugitive Dust), which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off-site. For example, as outlined in Table 1 of Rule 403 (Best Available Control Measures), control measures to reduce erosion during grading and construction activities include stabilizing backfilling materials when not actively handling, stabilizing soils during clearing and grubbing activities, and stabilizing soils during and after cut-and-fill activities.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board (Order 2022-0057-DWQ) regulates stormwater discharges from construction activities that disturb one acre or more of land and requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize erosion, sedimentation, and pollutant discharges to receiving waters. For example, types of BMPs that are incorporated in SWPPPs and would help minimize impacts from soil erosion include:

- **Erosion controls.** Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- **Sediment controls.** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers and cleaning measures such as street sweeping.
- **Tracking controls.** Tracking control BMPs minimize the tracking of soil off-site by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Adherence to the BMPs in the SWPPP and with local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities.

Furthermore, the Proposed Project does not contain any subterranean levels and would not require extensive excavation, which could expose more soil to erosion during the construction phase.

Therefore, soil erosion impacts from grading and construction activities would be **less than significant,** and no mitigation measures are necessary.

Operation Phase

The Project Site is relatively flat with gentle slopes is developed with the Anna M. Hause Elementary School campus. No major slopes, bluffs or waterways are on or adjacent to the Project Site. After completion of the Proposed Project, the Project Site would be developed with institutional uses, parking areas and drive aisles, and landscape improvements and would not contain bare or exposed soil. The proposed landscaping would be water conserving and have deep root systems that enable soil stabilization and minimize erosion. Additionally, a good portion of the Project Site would be developed with hard surfaces (Figure 4, *Conceptual Site Plan*). Upon completion of the Proposed Project, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Therefore, soil erosion impacts from the Proposed Project's operation phase would be **less than significant,** and no mitigation measures are necessary.

c) ***Would the Proposed Project 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?***

Hazards from liquefaction were previously addressed in Section VII.a.iii, and landslide hazards were previously addressed in Section VII.a.iv. As concluded in these sections, impacts resulting from landslides or liquefaction would be less than significant, and no mitigation measures are necessary.

Lateral Spreading

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer (Caltrans 2020). Due to the low potential for liquefaction on the Project Site, the potential for lateral spreading is considered low. Additionally, development of the Proposed Project would be required to adhere to the provisions of the CBC, which are enforced by DSA during the building plan check and development review process. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

Subsidence

Subsidence occurs when the level of the ground decreases, as if the surface is sinking. Subsidence can either be sudden (as in a sinkhole) or happen gradually overtime. It can be caused by mining, groundwater pumping, or fossil fuel extraction, creating empty underground spaces that can collapse and cause the soil above to drop. Erosion, natural cave collapses, and seismic activity can also cause subsidence.

Based on a review of the US Geological Survey map, "Areas of Land Subsidence in California," the Project Site is not in an area of subsidence (USGS 2026). Additionally, development of the Proposed Project would be required to adhere to the provisions of the CBC, which are enforced by DSA during the building plan check and development review process. Therefore, **no impact** would occur, and no mitigation measures are necessary.

Collapsible Soils

The collapse of soils occurs with (1) an open, partially unstable, partially saturated fabric; (2) sufficient total stress to make the soil structure metastable; (3) the presence of a bonding agent or sufficient soil suction to stabilize the soil in the metastable condition; and (4) the addition of water, which reduces soil suction or softens/destroys the bonding agent, thereby causing shear failures at the inter-aggregate or inter-particle contacts (Caltrans 2024).

The Project Site does not contain shallow groundwater and the area with the nearest well, approximately 2.5 miles northwest, has approximately 456.08 depth to groundwater (CDWR 2026a). Therefore, the potential for groundwater to create collapsible soils on the Project Site is not present. Additionally, development of the Proposed Project would be required to adhere to the provisions of the CBC, which are enforced by DSA during the building plan check and development review process. Therefore, impacts would **be less than significant,** and no mitigation measures are necessary.

d) ***Would the Proposed Project 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?***

Expansive soils are fine-grained soils (generally high-plasticity clays) that undergo a substantial increase in volume with an increase in water content as well as a substantial decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils.

According to the United States Department of Agriculture (USDA) Web Soil Survey, the Project Site is underlain by Greenfield sandy loam, 2 to 8 percent slopes, eroded, and Ramona sandy loam, 2 to 5 percent slopes, eroded (USDA 2026). Both soil types are generally associated with low shrink-swell potential (NCSS 2003, 2019). Due to the lack of clay content, these soils are not generally classified as expansive.

Additionally, impacts from expansive soil is commonly and effectively reduced by various design techniques such as 1) proper design of foundations, slabs, streets, and other improvements subject to the influence of the soils; 2) overexcavation of the expansive soils/bedrock and replacement with less-expansive fill soils; 3) control of surface and subsurface drainages to prevent moisture variations; and 4) combinations of these various techniques (UFC 2004). Development of the Proposed Project would be required to adhere to the provisions of the CBC, which are enforced by DSA during the building plan check and development review process.

Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

e) ***Would the Proposed Project 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?***

The Proposed Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Proposed Project would include construction of sewer laterals that would connect to the existing wastewater system within the school campus. Therefore, **no impact** would occur, and no mitigation measures are necessary.

f) ***Would the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Paleontological resources or fossils are remains of ancient plants and animals that can provide scientifically significant information about the history of life on earth. This sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities that are recorded from that unit.

As shown in Figure 3, *Aerial Photograph*, the Project Site is in an urbanized area of Beaumont and is developed with the Anna M. Hause Elementary School campus. Given the highly disturbed and developed condition of the Project Site and its surroundings, the potential for development of the Proposed Project to impact an unidentified paleontological resource is considered low. Additionally, there are no unique geological features on-site or adjacent to or surrounding the Project Site.

However, ground-disturbing activities during project construction could unearth unique paleontological resources. The Proposed Project would include subsurface work during construction. While the possibility of finding archaeological resources is considered low due to the disturbed and developed nature of the Project Site, it is possible that fossils could be discovered during grading and earthwork activities. Unknown fossils encountered during excavation would have the potential to be unintentionally damaged.

However, implementation of Mitigation Measure GEO-1 would avoid or minimize potential project impacts to paleontological resources. With implementation of this mitigation measure, impacts to paleontological resources would be reduced to a **less-than-significant** level.

Mitigation Measure GEO-1: In the event that fossils or fossil locality deposits are discovered during ground disturbing activities (e.g., trenching, soil removal), excavation within 100 feet of the fossil locality shall be temporarily halted until removal occurs. The construction contractor shall notify a qualified paleontologist to investigate its significance. If the fossil locality is determined to be significant by the qualified paleontologist, the paleontologist shall work with the Beaumont Unified School District (District) and construction contractor to follow accepted professional standards, such as further testing for evaluation or data recovery, as necessary. The paleontologist shall notify the appropriate agencies to determine procedures that shall be followed before construction is allowed to resume at the location of the find. If the District determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important.

VIII. Greenhouse Gas Emissions

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC

that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[4]

Information on manufacturing of cement, steel, and other "life cycle" emissions that would occur as a result of the Proposed Project are not applicable and are not included in the analysis.[5] Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's Senate Bill 32 (SB 32) inventory and treats this short-lived climate pollutant separately.[6] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A of this Initial Study.

DISCUSSION

a) *Would the Proposed Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Based on the Traffic Impact Study, the Proposed Project would generate 454 additional daily vehicle trips, resulting in an increase in mobile source emissions to the Project Site (Appendix E). The Proposed Project would also result in an increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e.,

[4] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[5] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses were not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the Project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

[6] Particulate matter emissions, which include black carbon, are analyzed in Chapter III, *Air Quality.* Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

natural gas and electricity). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the Proposed Project.

As shown in Table 7, construction and operation of the Proposed Project would not generate annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (South Coast AQMD 2010). Therefore, the Proposed Project's cumulative contribution to GHG emissions would be **less than significant** and no mitigation measures are necessary.

Table 7 Project GHG Emissions

Source	GHG ($MTCO_2e$/Year)	Percentage
Mobile[1]	178	70%
Area	<1	<1%
Energy	52	20%
Water	2	1%
Solid Waste	8	3%
Refrigerants	<1	<1%
Amortized Construction Emissions[2]	14	5%
Total	**254**	**100%**
South Coast AQMD Bright-Line Threshold	3,000 $MTCO_2e$/Yr	-
Significant?	No	-

Source: CalEEMod, Version 2022.1. Appendix A.

Notes: $MTCO_2e$ = metric ton of carbon dioxide equivalent

1 Vehicle trips provided in the Traffic Impact Study (Appendix E).

2 Total construction emission are amortized over 30 years per South Coast AQMD Working Group methodology (South Coast AQMD 2008).

b) ***Would the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279 (CARB 2022). The Scoping Plan is applicable to State agencies and is not directly applicable to

cities/counties and individual projects. However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS) and changes in the corporate average fuel economy standards (e.g., California Advanced Clean Cars program).

The Proposed Project's GHG emissions would be reduced through compliance with the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of Assembly Bill (AB) 32, Senate Bill (SB) 32, and AB 1279. Thus, the Proposed Project would not conflict with the above statewide strategies identified to implement the CARB 2022 Scoping Plan. Impacts would be **less than significant,** and no mitigation measures are necessary**.**

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Proposed Project would serve up to 200 students and approximately 45 to 55 staff that would generate 454 weekday vehicle trips to the Project Site (Appendix E). While the Proposed Project would result in an increase in the school's student population and number of school staff, the Proposed Project would serve students within the District's service boundary. The Proposed Project would also potentially provide a closer option for these students, reducing existing VMT. As further described in the Traffic Study, the Proposed Project screens out of VMT analysis as a local-serving K-12 public school and would therefore have a less than significant impact with respect to VMT. Therefore, the Proposed Project would not interfere with SCAG's

ability to implement the regional strategies in Connect SoCal Impacts would be **less than significant,** and no mitigation measures are necessary**.**

IX. Hazards and Hazardous Materials

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☐	☒

The analysis in this section is based partly on the following technical studies, which are included as Appendices B and C to this Initial Study.

- Phase I Environmental Site Assessment, Padre Associates, March 2026. (Appendix B)
- Title 5 Schools Facilities Evaluation Report, PlaceWorks, April 2026. (Appendix C)

DISCUSSION

a) *Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The term "hazardous material" can be defined in different ways. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment

when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Exposure of the public or the environment to hazardous materials could occur through but not limited to the following means: improper handling or use of hazardous materials or waste, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Following is a discussion of the Proposed Project's potential to create a significant hazard to the public or the environment through the routine use, storage, transport, or disposal of hazardous materials during the construction and operational phases.

Construction

Hazardous materials (e.g., fuel, oils, solvents, paints) would be routinely transported, stored, and used at the Project Site during construction. The routine transportation, use, and disposal of hazardous materials during construction and operation may pose health and safety hazards to workers if the hazardous materials are improperly handled. The handling, use, transport, and disposal of hazardous materials during the construction phase of the Proposed Project would comply with existing regulations of several agencies, including US Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), Cal/OSHA, California Department of Transportation (DOT), and Riverside County Department of Environmental Health. Additionally, construction projects typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials. Project construction workers would be trained in the proper use, storage, and disposal of hazardous materials.

As discussed in Section X, *Hydrology and Water Quality*, construction activities would also be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination System (NPDES) permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMP) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction-site. BMPs for hazardous materials may include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing cleanout areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards

related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations.

Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous waste associated with the Proposed Project are not significant. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

Operation

Operation of the Proposed Project would involve the use of hazardous materials typical of school facilities such as cleaning and maintenance supplies (cleaners, gasoline, paint, and pesticides). The Proposed Project includes construction of the Beaumont Early Childhood Education Center, which would use cleaners and other chemicals in relatively small quantities, which are not typically considered hazardous materials that could result in a significant hazard to the public or the environment.

The use, storage, transport, and disposal of hazardous materials during both construction and operational phases would be governed by existing regulations of several agencies, including EPA, DOT Cal/OSHA, and Riverside County Department of Environmental Health. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Furthermore, while highly unlikely due to the proposed use, in the event of a hazardous materials spill of greater amount or toxicity than on-site personnel could safely contain and clean up, assistance would be requested from the Riverside County Fire Department at Fire Station 20. As also mandated by the Occupational Safety and Health Administration, all Material Safety Data Sheets for any potentially hazardous project would be provided that inform employees and first responders as to the necessary remediation procedures in the case of accidental release.

Therefore, substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials would be **less than significant**. No mitigation measures are necessary.

b) ***Would the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Following is a discussion of the potential hazards impacts that could arise through the accidental release of hazardous materials from the Proposed Project's construction and operational phases.

Hazardous Materials Associated with Project Construction and Operation

See previous response to Section III.5.a. As concluded in this section, hazards to the public or the environment arising from the routine use of hazardous materials during the Proposed Project's construction and operation phases would be **less than significant**, and no mitigation measures are necessary. Additionally, the Proposed Project consists of the development of a school facility, which would not generate air toxics requiring a South Coast AQMD permit.

Hazardous Materials Associated with Project Site Conditions

A Phase I Environmental Site Assessment (ESA) was prepared for the Proposed Project to evaluate whether current or previous land uses at or adjacent to the Project Site may have involved, or resulted in the use, storage, disposal, treatment, and/or release of hazardous substances to the environment, resulting in the determination of a Recognized Environmental Condition (REC) at the Project Site (Appendix B). Based on the findings of the Phase I ESA (which included historical review, on-site reconnaissance, and an environmental records review of the Project Site) and the requirements under the Department of Toxic Substances Control (DTSC) for school sites, there are no identified REC's on the Project Site. The Phase I ESA concluded that no further environmental assessment for the Project Site is necessary.

Therefore, the Project Site is not a site of current or former hazardous waste or a solid waste disposal facility that could foreseeably and accidentally threaten the release of hazardous waste. Therefore, **no impact** would occur, and no mitigation measures are necessary.

c) ***Would the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The Project Site is developed with improvements associated with the Anna M. Hause Elementary School campus. At its closest point, Sundance Elementary School is located at 1520 E 8th Street approximately 0.44 mile southeast of the Project Site. As discussed above, construction and operation of the Proposed Project would handle small amounts of hazardous materials typical of construction activities and academic uses (during operation). The use, transportation and storage of hazardous materials would be required to comply with all applicable State and federal regulations that would ensure the proper handling of such materials. As also discussed above, there is no evidence that a hazardous materials release or threatened release have occurred on the Project Site. The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Additionally, based on the Title 5 School Facilities Evaluation report prepared for the Proposed Project, the Project Site is not within 2,000 feet of a significant disposal of hazardous waste or listed as a hazardous substance release site, and no corrective action or cleanup activities are required for the Project Site (Appendix C). No high-pressure natural gas transmission pipelines

or hazardous liquid pipelines were identified within 1,500 feet of the Project Site. The Title 5 School Facilities Evaluation report identified several large diameter water pipelines, and the associated pipeline flooding analysis was concluded and concluded that the full flow rupture of any of the pipelines would not pose a significant risk to students and staff. There are no high-voltage transmission lines (>50 kV) within 100 to 350 feet of the property lines of the Project Site. Additionally, the Project Site is not within 500 feet of a busy traffic corridor per Public Resources Code Section 21151.8(b)(9) and Education Code Section 17213(d)(9), thus, there is no potential for air quality health risk related to busy traffic corridors. Therefore, the Proposed Project would be consistent with CEQA Guidelines Section 15186 (c)(1).

Based on the preceding, impacts would be **less than significant,** and no mitigation measures are necessary.

d) ***Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

As part of the Phase I ESA completed for the Proposed Project (Appendix B), an environmental records review was conducted of regional and local for information concerning environmental complaints, accidents, or spills on or in the vicinity of the Project Site. As discussed in the Phase I ESA, the school campus, which includes the Project Site, is identified on Envirostar (case 33010033) as the historically proposed Deutsch Elementary School #2; however, DTSC determined that no RECs are present on-site. The Phase I ESA determined Project Site is not a site of current or former hazardous waste or a solid waste disposal facility, and there are no REC's for the Project Site. Therefore, **no impact** would occur, and no mitigation measures are necessary.

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 Proposed Project result in a safety hazard or excessive noise for people residing or working in the project area?***

Based on a review of Google Earth aerial maps, the Project Site is not located within two miles of a public airport or public use airport or proposed airport runway. The nearest airport is the Banning Municipal Airport, approximately 5.95 miles east of the Project Site. Based on the Riverside County Airport Compatibility Plan Document, the Project Site is not within any of the compatibility zones, airspace plan, or noise compatibility contours (RCALUC 2004). Therefore, the Proposed Project would not result in a safety hazard or excessive noise related to air travel for people residing or working in the project area. **No impact** would occur, and no mitigation measures are necessary.

f) ***Would the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The City of Beaumont maintains an Emergency Operations Plan and Local Hazard Mitigation Plan, known as The Emergency Management Basic Plan, which outlines the City's approach to emergency operations to identify risks to the city and coordinate emergency responses, as guided by the Office of Emergency Services. This plan focuses on mitigating hazards like wildfires, floods, and other disasters to protect life and property in Beaumont.

The Proposed Project involves various improvements to an existing public school (Anna M. Hause Elementary School) and would have no impact on The Emergency Management Basic Plan. During the construction and operation phases, the Proposed Project would not interfere with any of the daily operations of the Riverside County Fire Department, Sheriff's Department, or the City's Emergency Operation Center which support emergency planning and response efforts in Beaumont. All construction activities would be required to be performed per the City's and Riverside County Fire Department's standards and regulations. The Proposed Project would be required to provide the necessary on-and off-site access and circulation for emergency vehicles and services during the construction and operation phases.

Additionally, during project construction, emergency-vehicle access would not be restricted to the Project Site or surrounding areas. Roads surrounding the Project Site would remain open to regular traffic as well as emergency vehicles. Additionally, in the event of an emergency (e.g., structural fire), emergency services access to the surrounding residential uses would not be impacted by the Proposed Project's construction phase, since adequate access for emergency vehicles and personnel exists.

The Proposed Project would also be required to go through DSA's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in the CBC to ensure that project development does not interfere with the provision of local emergency services (provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Based on the preceding, implementation of the Proposed Project (both the construction and operational phases) would not impair implementation of or physically interfere with emergency response or evacuation plans. Therefore, **no impact** would occur, and no mitigation measures are necessary.

g) ***Would the Proposed Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

As shown in Figure 3, *Aerial Photograph*, the Project Site is developed with improvements associated with the Anna M. Hause Elementary School campus and is bound by residential development to the north, east and west and water quality retention basin to the south. There is no combustible wildland vegetation on or anywhere near the Project Site. The Project Site has good access and would be served by adequate water infrastructure for fire protection purposes. The Proposed Project would also be required to be designed and constructed in accordance with the most current California Building Code and California Fire Code, as well as all applicable

requirements of Riverside County Fire Department and DSA. Furthermore, there would be no impact for wildland fire risks due to implementation of the Proposed Project, as substantiated in Section 3.XX, *Wildfire*. The Project Site is not on or near land classified as a very high fire hazard severity zone. Therefore, **no impact** would occur, and no mitigation measures are necessary.

X. Hydrology and Water Quality

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

DISCUSSION

a) ***Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, and sediment. This runoff can flow directly into local streams or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats. The construction and operational phases of the Proposed Project could have the potential to impact water quality. The following is a discussion of the potential impacts that the construction and operational phases of the Proposed Project could have on water resources and quality.

Construction

Clearing, grading, excavation, and construction activities associated with the Proposed Project may impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

The Proposed Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP; 2022-0057-DWQ). The CGP requires the preparation of a Stormwater Pollution Prevention Permit (SWPPP) that incorporates Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The State Water Resource Control Board (SWRCB) mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. Prior to the start of construction activities, the

project applicant (in this case the District) must file Permit Registration Documents (PRDs) with SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. The District's construction contractor is required to maintain a copy of the SWPPP on-site at all times and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the commencement of any soil disturbance, the District is required to provide proof of filing of the PRDs with SWRCB, which include preparation of the SWPPP.

The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls to mitigate potential pollutant sources. These include, but are not limited to:

- Erosion controls (e.g., earth dikes and swales, mulching, slope drains, compost blankets)
- Sediment controls (e.g., silt fence, sediment trap, sandbag, or straw bale barriers)
- Tracking controls (e.g., stabilized construction entrance/exit, tire wash)
- Nonstorm water management (e.g., dewatering practices, vehicle, and equipment cleaning)
- Materials and waste management (e.g., material storage, hazardous waste management, soil management)
- Good housekeeping practices

Submittal of the PRDs and implementation of the SWPPP and its associated BMPs throughout the construction phase of the Proposed Project will address anticipated and expected pollutants of concern due to construction activities. Therefore, construction phase impacts would be **less than significant,** and no mitigation measures are necessary.

Operation

Once the Proposed Project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

The District is not currently regulated under the County of Riverside's municipal separate storm sewer systems (MS4) permit or Small MS4 Phase II permits. However, the Proposed Project is required to comply with the post-construction performance standards under the SWRCB's CGP. The performance standards specify runoff reduction requirements for all sites not covered by Phase I or Phase II MS4 permits to minimize stormwater runoff impacts. The following is a discussion of site design, source-control, and treatment-control BMPs that could be incorporated into the Proposed Project.

Site Design BMPs

Site design BMPs would be incorporated into the Proposed Project's design to reduce the potential impacts on surface and groundwater quality. These may include, but are not limited to, maximizing pervious areas, minimizing directly connected impervious areas, use of on-site ponding areas (i.e., detention basins), constructing hardscape with permeable materials, and implementing hydrologically functional landscape design. Site design BMPs and features that could be incorporated into the development plans for the Proposed Project include:

- Incorporate trees, open space, and landscaping to mitigate urban heat island impacts.
- Include mostly native plants and drought-tolerant plants in landscaping plans.
- Use of effective irrigation systems to minimize water usage.

Source Control BMPs

Source control BMPs effectively minimize the potential for typical urban pollutants to contact stormwater, thereby limiting water quality impacts downstream. A variety of source control BMPs would be incorporated into the Proposed Project and implemented throughout the operation phase, including the following:

- Educational materials related to urban runoff provided to all employees, students, and staff.
- Inspection and maintenance of site BMPs—catch basins, grate inlets, etc.
- Compliance with the Municipal Code.
- Properly design and inspect on a regular basis all trash storage areas, loading docks, outdoor storage areas, and outdoor work areas.

Treatment Control BMPs

Treatment control BMPs (single or in combination) remove anticipated pollutants of concern from on-site runoff. They can range from natural treatment systems, such as vegetated swales, detention basins, and constructed wetlands, to proprietary control measures. The Proposed Project would be required to provide appropriate treatment control BMPs prior to discharge into the City's storm drain system in order to comply with the post-construction regulations in the CGP.

The Proposed Project includes a modular wetland system, planned between parking Lot 2 and the existing parking lot, to treat runoff on-site. Several catch basins would be installed throughout the Project Site, including in the new parking area and adjacent to the new buildings, as well as multiple 18-inch catch basins with parkway-rated, ADA-compliant grates surrounding the new play area. These catch basins would be connected to on-site storm drains that convey stormwater to the modular wetland system. The on-site storm drains would also

collect roof top runoff from the new buildings storm drains. Furthermore, as part of the statewide mandate to reduce trash in receiving waters, the District would adhere to the requirements of the SWRCB Trash Amendments. The requirements include the installation and maintenance of full-capture trash screening devices at curb inlets, grate inlets, and catch basin inlets. The trash screening devices are required to be certified by SWRCB.

With implementation of the BMP features described above, as well as compliance with State, City of Beaumont, and local regulations and code requirements, the Proposed Project would have a less than significant impact on surface or groundwater quality during the operational phase. Therefore, operational impacts would be **less than significant,** and no mitigation measures are necessary**.**

b) ***Would the Proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

The following is a discussion of the potential impacts that the construction and operational phases of the Proposed Project could have on groundwater supplies and recharge.

Construction

The Project Site is currently developed and contains impervious and pervious surfaces. Near the northwest corner of the school campus is a potable groundwater well in an enclosed structure that is owned and operated by Beaumont Cherry Valley Water District (BCVWD); the well is accessed via a private driveway that forms the northern school campus boundary. Therefore, construction dewatering would not be required and would not affect groundwater levels or recharge. Accordingly, the Proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Impacts would be **less than significant,** and no mitigation measures are necessary.

Operation

The Project Site is located within the Beaumont Groundwater Basin and would receive water service from the BCVWD. BCVWD's water supply portfolio includes local groundwater from Edgar Canyon, groundwater extracted from the Beaumont Basin, imported supplies purchased through the San Gorgonio Pass Water Agency, and recycled water supplies from the City of Beaumont (BCVWD 2021). The Beaumont Groundwater Basin is adjudicated and managed under the oversight of the Beaumont Basin Watermaster. BCVWD's groundwater supply for 2025 was reported to be approximately 22 percent of the total water supply (BCVWD 2021).

BCVWD projects that total water demand within its service area would increase from approximately 16,929 acre-feet per year (AFY) in 2025 to approximately 20,660 AFY by 2045 under normal-year conditions. BCVWD also plans to expand its water banking reserves over the

next 25 years, increasing stored supplies to levels sufficient to meet projected 2045 demand for multiple years without additional imported deliveries. As discussed in Section XIX.a under Utilities and Service Systems, the Proposed Project would increase water demand by approximately 569 gallons per day (GPD) or 0.64 AFY, which represents less than one percent of BCVWD's existing system-wide demand. This incremental increase would not measurably affect groundwater extraction rates or impede sustainable groundwater management of the Beaumont Groundwater Basin.

The Project Site is not used for groundwater recharge activities or extraction. The Proposed Project would result in an increase in impervious surfaces as compared to existing conditions with the installation of an additional parking lot, additional classroom buildings, and play area. The increase in impervious surfaces due to the Proposed Project would be minor and the remaining portion of the Project Site would remain in its current state. Therefore, the Proposed Project would not substantially interfere with rainwater percolating into a groundwater basin. Impacts would be **less than significant,** and no mitigation measures are necessary.

c) ***Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) result in a substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv) impede or redirect flood flows?

Erosion or Siltation

Erosion and siltation impacts that could result from alteration of drainage patterns would, for the most part, occur during the Proposed Project's construction phase, which would include site preparation and grading activities. Environmental factors that affect erosion include topography, soil type, wind, and rainfall. Siltation is associated with sediment transport and deposition in waterways. The Proposed Project would not involve the alteration of any natural drainage channels or any watercourse.

The Proposed Project's construction includes ground disturbing activities which would expose loose soil to potential wind and water erosion. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. As previously stated, the Proposed

Project would be required to submit PRDs and a SWPPP to the SWRCB for approval prior to the commencement of construction activities. The SWPPP would describe the BMPs to be implemented during the Proposed Project's construction activities, including:

- Minimize disturbed areas of the site.
- Preserve existing vegetation to the maximum extent practicable.
- Revegetate exposed areas as quickly as possible.
- Install on-site sediment basins to prevent off-site migration of erodible materials, as needed.
- Install velocity dissipation devices at outlets of sediment basins.
- Implement dust control measures, such as silt fences and regular watering of areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures along the site, such as silt fences or gravel bag barriers.

The site design, source control, and treatment control BMPs for the operational phase are described in Section X.a. Implementation of the Proposed Project's construction and operational BMPs would therefore ensure that erosion and siltation impacts would be **less than significant**. No mitigation measures are necessary.

Surface Runoff

The Proposed Project would comply with the post-construction requirements of the CGP issued by SWRCB. Site design, source control, and treatment BMPs would be incorporated to treat stormwater prior to discharge into the City's existing drainage system and to reduce peak runoff flows to pre-project levels. The Proposed Project would not create substantial new sources of polluted runoff beyond those typical of institutional development. During construction, the District's construction contractor would prepare and implement a SWPPP, which would include erosion and sediment control measures to minimize pollutant discharge from the Project Site. During operation, permanent BMPs would minimize runoff volume and associated pollutant loading through detention, infiltration, and water quality treatment features. With implementation of these measures, the Proposed Project would not substantially increase the rate or volume of stormwater runoff in a manner that would result in flooding or exceeding the capacity of existing or planned storm drain facilities. Therefore, impacts related to surface runoff would be **less than significant** and no mitigation measures are necessary.

Stormwater Drainage Systems

The Proposed Project would comply with the post-construction requirements of the CGP issued by SWRCB. Site design, source control, and treatment BMPs would be incorporated to treat stormwater prior to discharge into the City's existing drainage system and to reduce peak runoff flows to pre-project levels. During construction, the construction contractor would prepare and

implement a SWPPP, which would include erosion and sediment control measures to minimize pollutant discharge from the site. During operation, permanent BMPs would minimize runoff volume and associated pollutant loading through detention, infiltration, and water quality treatment features. With implementation of these measures, the Proposed Project would not substantially increase the rate or volume of stormwater runoff in a manner that would result in flooding or exceed the capacity of existing or planned storm drain facilities. Therefore, impacts related to stormwater drainage systems would be **less than significant** and no mitigation measures are necessary.

Impede or Redirect Flood Flows

Based on the Title 5 School Facilities Evaluation, the Project Site is not within a 100-year flood zone or mapped floodplain. The Project Site is within an area identified as having minimal flood hazard and not subject to the 100-year floodplain. Directly adjacent to the Project Site to the south is Zone A, which are areas subject to the 1-percent-annual-chance flood hazard where base flood elevations have not been established, indicating a high flood risk but limited detailed flood data (Appendix C). Figure 7, *Flood Zones*, shows the flood zones surrounding the Project Site. All improvements under the Proposed Project would occur within the boundaries of the Project Site. The Proposed Project would not impede or redirect flood flows. Therefore, flooding impacts from implementation of the Proposed Project would be **less than significant** and no mitigation measures are necessary.

d) ***In flood hazard, tsunami, or seiche zones, would the Proposed Project risk release of pollutants due to project inundation?***

Flood Hazard

As mentioned in Section.X.c, the Project Site is not located within a 100-year flood zone or mapped floodplain and occurs within an area characterized as having minimal flood hazard. Adjacent and to the south is Zone A, which has a 1-percent-annual-chance flood hazard yet lacks established base flood elevations. Therefore, the risk of release of pollutants due to inundation from a flood hazard would be **less than significant** and no mitigation measures are necessary.

Tsunami

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The Project Site is approximately 60 miles inland from the Pacific Ocean. Therefore, the Project Site is outside the tsunami hazard zone and would not be affected by a tsunami. Therefore, **no impact** related to the risk of release of pollutants due to inundation from a tsunami would occur and no mitigation measures are necessary.



SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/11/2026 at 12:46 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

0 500
Scale (Feet)

Source: FEMA 2026.

Figure 7
Flood Zones

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Seiche Zone

A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no large aboveground water storage tanks or lakes in close proximity to the Project Site that could result in a seiche. Therefore, the Project Site would not be at risk from flooding due to seiches. Therefore, **no impact** related to the risk of release of pollutants due to inundation from a seiche would occur and no mitigation measures are necessary.

Dam Inundation

The Title 5 School Facilities Evaluation reports that the Project Site is not within a mapped dam inundation area and is located approximately nine miles southeast of the dam inundation zones of the Crafton Hills Dam and the Yucaipa Dams (Appendix C). Therefore, there would be no significant hazards associated with dam failure or being located within a floodplain at the Project Site. **No impact** related to the risk of release of pollutants due to inundation from a dam would occur and no mitigation measures are necessary.

e) ***Would the Proposed Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

The Santa Ana Regional Water Quality Control Board administers and updates the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), which establishes beneficial uses and water quality objectives for surface water and groundwater resources within the region. The Proposed Project would not conflict with or obstruct implementation of the Basin Plan (SARWQCB 2025). Project construction would comply with the CGP and require preparation and implementation of a SWPPP incorporating BMPs to control erosion, sedimentation, and pollutant discharges. Post-construction BMPs would further improve stormwater quality through filtration, infiltration, and treatment of runoff prior to discharge.

The Project Site is located within the Beaumont Groundwater Basin, which is managed and adjudicated by the Beaumont Basin Watermaster (BCVWD 2021). Groundwater recharge in the basin occurs through percolation of precipitation, surface runoff, and imported water that infiltrates through streambeds and recharge facilities. Although the basin is adjudicated and therefore not subject to preparation of a Groundwater Sustainability Plan under the Sustainable Groundwater Management Act (SGMA), it is managed to achieve and maintain sustainable yield conditions consistent with the SGMA objectives, including avoidance of chronic lowering of groundwater levels, reduction of storage, degraded water quality, land subsidence, and surface water depletions (DWR 2026).

According to the latest Watermaster report, the Beaumont Basin safe yield was recently increased to 7,100 AFY and the groundwater basin is operating under sustainable yield

conditions (Beaumont Basin Watermaster 2024). Implementation of the Proposed Project would not interfere with a sustainable groundwater management plan, as the Proposed Project's water demand of 0.64 AFY would use a combination of groundwater, surface water, and recycled water supply sources. The Proposed Project would not substantially increase groundwater extraction, interfere with established pumping allocations, reduce recharge areas, or otherwise conflict with basin management objectives. Therefore, the Proposed Project would not conflict with or obstruct implementation of a sustainable groundwater management plan or the objectives of the SGMA.

In summary, the Proposed Project would not interfere with the Basin Plan water quality objective or any groundwater management objectives. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary**.**

XI. Land Use and Planning

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

DISCUSSION

a) *Would the Proposed Project physically divide an established community?*

The Proposed Project involves development of the Beaumont Early Childhood Education Center at the existing Anna M. Hause Elementary School campus. The Proposed Project would not introduce a physical barrier that would separate land uses that are not already separated. Connections between residential uses surrounding the Project Site would remain and not be impeded or impacted in any way. The Proposed Project would not physically change or disrupt the surrounding neighborhood's street patterns or otherwise impede movement through the neighborhoods.

Additionally, while there is established residential uses surrounding the Project Site, project development would not physically divide these communities in any way because the Proposed Project would be developed within the confines of the Project Site and would not introduce roadways or other infrastructure improvements that would bisect or transect the residential communities. The Proposed Project's school use is compatible with the uses of the existing school campus and with the uses surrounding the Project Site.

Therefore, **no impact** would occur, and no mitigation measures are necessary.

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

The Proposed Project involves construction of the Beaumont Early Childhood Education Center at the existing Anna M. Hause Elementary School campus. According to the City of Beaumont's General Plan Land Use Map, the school campus, which includes the Project Site, is designated as Public Facilities, which permits the development of schools and related site improvements. According to the City's Zoning Map, the project site, which comprises a portion of the Anna M. Hause Elementary school campus, is zoned Specific Plan (SP). The Specific Plan zone applies to those areas of the city that have an adopted specific plan. The Sundance Specific Plan is the adopted specific plan for the Project Site. Pursuant to the Sundance Specific Plan, the Project Site is designated as Institutional, which permits the development of schools and related site improvements. The Proposed Project is considered an educational use. Therefore, the Proposed Project is consistent with the General Plan and zoning designations of the Project Site.

The Proposed Project would not conflict with the land use or zoning designations of the Project Site. Impacts would be **less than significant,** and no mitigation measures are necessary.

XII. Mineral Resources

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☐	☒

DISCUSSION

a) ***Would the Proposed Project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?***

Pursuant to the mineral land classifications of the California Geologic Survey, the Project Site is located in a Mineral Resource Zone (MRZ) designated as MRZ-3, which indicates the area contains known or inferred mineral occurrences of undetermined mineral resource significance (DOC 2026f). However, no mineral resource recovery sites of statewide, regional, or local significance exist on or in the immediate vicinity of the Project Site. Additionally, mining on the Project Site would be incompatible with the existing school campus and the surrounding uses, which consist mainly of residential uses. The Project Site is also not in an area with active mineral extraction operations, nor does it support such operations. Also, mining would be incompatible with the surrounding uses and is not a permitted use under the zoning designation of the Project Site.

Furthermore, no oil or energy extraction and/or generation activities exist on the Project Site. A review of California Geologic Energy Management Division's well finder indicates that there are no oil or energy wells located on or within proximity of the Project Site (DOC 2026g).

Finally, based on the Title 5 School Facilities Evaluation prepared for the Proposed Project (Appendix C), the Project Site is not within 300 feet of an active oil or natural gas well.

Therefore, **no impact** would occur, and no mitigation measures are necessary.

b) ***Would the Proposed Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

See response to Section XII.a, above. As substantiated in this section, **no impact** related to loss of locally important mineral recovery sites would occur, and no mitigation measures are necessary.

XIII. Noise

Would the project result in:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise is defined as unwanted sound. It is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, and the City of Beaumont have established criteria to protect public health and safety and to prevent disruption of certain human activities. Additional information on noise and vibration fundamentals is contained in Appendix D.

Certain land uses are particularly sensitive to noise and vibration. The City of Beaumont General Plan Noise Element defines noise sensitive uses as residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. Noise sensitive receptors near the Project Site include Anna M. Hause Elementary School, single-family

residential uses along Lillies Way to the east, and single-family residential uses to the west along Cherry Avenue.

Ambient Noise Monitoring

The Project Site is located at the southwest corner of the Carnation Lane and Snapdragon Way intersection, in a predominantly residential neighborhood with single-family uses to the north, east, and west, and vacant land to the south. The dominant noise source in the project area is traffic on Carnation Lane and Cherry Avenue as well as students playing on the existing campus playground.

To determine existing ambient noise levels in the Project area, four short-term (15-minute) measurement locations were selected and conducted in the adjacent noise sensitive residential areas to the Project Site. All measurements were conducted on Monday, February 9, 2026, in the afternoon, during school hours. The short-term sound level meter (Larson Davis LxT) used for noise monitoring satisfies the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The sound level meter was set to "slow" response and "A" weighting (dBA) and calibrated prior to and after the monitoring period.

Measurements were at least five feet above ground and away from reflective surfaces. Temperatures were moderate, ranging from approximately 73 degrees to 76 degrees Fahrenheit, with wind speeds of up to seven miles per hour and low humidity during the noise measurement period. Noise measurement locations are described below and shown in Figure 8, *Approximate Noise Monitoring Locations*. Results are summarized in Table 8, *Short-Term Noise Measurements Summary.* Complete interval noise monitoring data is shown in Appendix D.

- **Short-Term Location 1 (ST-1)** was conducted on the east side of Carnation Lane across from the Project Site, adjacent to the existing residential backyard masonry wall of 1047 Lilies Way. The measurement was approximately 179 feet east of the educational related building, and 108 feet northeast of the campus marquee. A 15-minute noise measurement began at 1:06 PM on Monday, February 9, 2026. The noise environment is characterized by traffic noise on Carnation Lane, students playing on the campus playground, and distant train horns. Noise levels measured 55.9 dBA Leq and 72.6 dBA Lmax during the measurement period at ST-1.

- **Short-Term Location 2 (ST-2)** was conducted on the east side of Carnation Lane across from the Project Site, adjacent to the existing residential backyard masonry wall of 997 Lilies Way. The measurement was approximately 238 feet southeast of the campus marquee, and 210 feet east of the multi-purpose field fence. A 15-minute noise measurement began at 1:31 PM on Monday, February 9, 2026. The noise environment is characterized primarily by residential traffic on Carnation Lane and students playing on the campus playground. Noise levels measured 54.5 dBA Leq and 75.5 dBA Lmax during the measurement period at ST-2.



Source: Nearmap 2026.

Figure 8
Noise Monitoring Locations

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Table 8 Short-Term Noise Measurements Summary

Monitoring Location	Description	Noise Sources	Start Time	15-minute Noise Level, dBA							
				Leq	Lmax	Lmin	L90	L50	L25	L8	L2
ST-1	Along Carnation Lane, between the Project Site and the residence at 1047 Lilies Way.	Traffic noise along Carnation Lane, students playing on Anna M. Hause Elementary School playground, train horns	1:06 PM	55.9	72.6	44.6	46.1	48.6	50.7	57.8	67.5
ST-2	Along Carnation Lane, between the Project Site and the residence at 997 Lilies Way.	Traffic noise along Carnation Lane, students playing on Anna M. Hause Elementary School playground	1:31 PM	54.4	75.5	45.2	46.8	48.7	50.4	54.9	63.6
ST-3	Along Cherry Avenue between the Project Site and the residence at 1001 Cherry Avenue.	Traffic noise along Cherry Avenue, students playing on Anna M. Hause Elementary School multi-purpose field	2:05 PM	61.0	77.6	46.4	49.2	54.5	59.2	64.9	69.8
ST-4	Along Cherry Avenue between the Project Site and the residence at 1015 Cherry Avenue.	Traffic noise along Cherry Avenue, students playing on Anna M. Hause Elementary School multi-purpose field	2:42 PM	53.8	69.7	42.4	45.8	48.9	51.5	57.6	63.6

Source: PlaceWorks 2026. See Figure 8 for noise monitoring locations and Appendix D for noise meter reports.

- **Short-Term Location 3 (ST-3)** was conducted on the east side of the Cherry Avenue sidewalk, adjacent to the Project Site and across from the residence at 1001 Cherry Avenue. The measurement was approximately 80 feet northwest of the residence at 1001 Cherry Avenue, and approximately 470 feet south of the stop sign at the 11th Street and Cherry Avenue intersection. A 15-minute noise measurement began at 2:05 PM on Monday, February 9, 2026. The noise environment is characterized primarily by students playing at Anna M. Hause Elementary School multi-purpose field, and vehicle traffic along Cherry Avenue. Noise levels measured 61.0 dBA Leq and 77.6 dBA Lmax during the measurement period at ST-3.

- **Short-Term Location 4 (ST-4)** was conducted on the east side of the Cherry Avenue sidewalk, adjacent to the Project Site and across from the residence at 1015 Cherry Avenue and approximately 10 feet south of the stop sign at the 11th Street and Cherry Avenue intersection. A 15-minute noise measurement began at 2:42 PM on Monday, February 9, 2026. The noise environment is characterized primarily by students playing at Anna M. Hause Elementary School multi-purpose field, and vehicle traffic along Cherry Avenue. Noise levels measured 53.8 dBA Leq and 69.7 dBA Lmax during the measurement period at ST-4.

Applicable Noise Standards

City of Beaumont Noise Standards

The City of Beaumont General Plan Noise Element addresses noise through goals and policies designed to provide noise-compatible land use relationships by establishing noise standards that guide design and siting which minimizes noise impacts from significant noise generators. The following policies are applicable to the Proposed Project:

- **Policy 10.1.3.** Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks, and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.

- **Policy 10.1.5.** Require projects involving new development or modifications to existing development to implement measures, where necessary, to reduce noise levels to at least the normally compatible range. Design measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.

The City of Beaumont regulates and enforces noise standards through Chapter 9.02, Noise Control, of the Beaumont Municipal Code, which are outlined in Table 9. The City restricts exterior noise levels generated at a property from exceeding the baseline ambient noise levels

(BANL), provided previously in Table 8, by established limits during daytime and nighttime hours.

Table 9 City of Beaumont Exterior Residential Noise Exceedance Limits

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

Source: City of Beaumont Municipal Code, Chapter 9.02, Noise Control, Section 9.02.050

Chapter 9.02 Exemptions

Noise from landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this chapter, at other times than between the hours of 7:00 AM and 6:00 PM.

Additionally, whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 PM and 6:00 AM during the months of June through September and between the hours of 6:00 PM and 7:00 AM during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Federal Transit Administration (FTA) Guidelines

The City does not have regulatory standards for construction or operational noise and vibration sources. As such, the FTA guidelines for construction noise at residential uses of 80 dBA Leq, a vibration standard of 0.2 inches per second (in/sec) peak particle velocity (PPV) not be exceeded to protect normal residential buildings, and a standard of 0.08 in/sec PPV not be exceeded to protect old or historically significant structures is used to determine compliance.

DISCUSSION

a) ***Would the Proposed Project 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?***

Following is a discussion of the construction and operational noise impacts as a result of development of the Proposed Project.

Construction Noise

Construction of the Proposed Project is anticipated to occur over a period of approximately 14 months, commencing in October 2026 and ending in December 2027. Construction activities would disturb approximately 3.07 acres of the 12.73-acre school campus. Demolition of existing improvements would be limited to some hardscape improvements (e.g., parking area asphalt, concrete walkways) and soil disturbance and clearing of existing vegetation consisting mostly of sod associated with the campus's southern playfield. No soil import would be required; however, up to 1,500 cubic yards of soil export would be required. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would occur within the boundaries of the Project Site. The site layout and design elements would provide a buffer between the new play area and lunch shelter and the surrounding residences.

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work piece noise (e.g., dropping of materials) can also be noticeable.

The noise generated during each construction phase is conservatively determined by combining the Leq contributions from the three loudest pieces of equipment used at a given time while accounting for the ongoing time variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA Lmax at 50 feet. However, overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment.

Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in varying noise levels due to construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of 6 dBA per doubling of distance (conservatively disregarding other attenuation effects from air absorption, ground effects, and shielding effects provided by intervening structures or existing masonry walls). Average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site (area of each development phase) with different equipment mixes, loads, and power requirements.

The expected construction equipment mix was estimated and categorized by construction activity using the Federal Highway Administration Roadway Construction Model (RCNM). Assuming the nearest off-site sensitive receptor to the closest boundary for project construction activities, construction-related noise levels would be up to 74 dBA Leq at the residential uses to

the east during demolition activities. Construction noise levels at receptors further away are estimated to be even less. The results are summarized in Table 10. Modeled construction noise levels include offset corrections to account for existing noise walls shielding residential uses to the east and north from the Project Site.

Table 10 Project-Related Construction Noise Level, dBA at the Nearest Receptors

Construction Activity Phase[1]	Noise Levels in dBA Leq			
	RCNM Reference Noise Level	Receptor to North[1]	Receptor to West	Receptor to East[1]
Distance (feet)	***50***	***515***	***690***	***90***
Demolition	85	59	62	74
Distance in feet	***50***	***685***	***500***	***220***
Building Construction	83	55	63	65
Architectural Coating	74	46	55	56
Distance in feet	***50***	***700***	***500***	***320***
Site Preparation	81	53	61	60
Grading	84	56	64	63
Distance in feet	***50***	***340***	***300***	***110***
Asphalt Paving	79	57	63	67
Exceeds 80 dBA Leq Standard?		**No**	**No**	**No**

Source: FHWA's RCNM software. See Appendix D.

Note: Distance measurements were taken using Google Earth (2025) from the boundary of work areas to the nearest receptors (Figure 3, *Aerial Photograph*, for the boundaries of the Project Site).
1 -3 dBA applied to account for existing property line wall

As demonstrated in Table 10, the Proposed Project's construction activities would not exceed FTA's construction noise standard at residential uses (80 dBA Leq). Receptors to the east would be exposed to temporary, periodic, short-term noise levels of up to 74 dBA Leq during demolition activities. The Proposed Project's construction activities would occur within the noise standard exempt time frame identified in Chapter 9.02 of the Beaumont Municipal Code, 6:00 AM and 6:00 PM during the months of June through September, and 7:00 AM and 6:00 PM during the months of October through May. Therefore, the Proposed Project's construction-related noise impacts would be **less than significant,** and no mitigation measures are necessary.

Operational Off-Site Traffic Noise

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient traffic noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 dBA to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
- 5 dBA in ambient noise environments of less than 60 dBA CNEL

Traffic volume data for the new trips associated with the Proposed Project are provided in the Traffic Impact Study prepared for the Proposed Project (Appendix E). The Proposed Project is expected to increase existing daily trips by 454 new daily project associated trips, with 146 AM peak trips. The data provided by the traffic engineer provides roadway segment volumes under existing 2025 no project, 2026 with project, 2028 no project, and 2028 with project conditions. Table 11 shows that noise levels along all analyzed roadway segments would increase by 1 dBA or less under 2026 and 2028 traffic conditions. As demonstrated in the table, with implementation of the Proposed Project, the addition of Proposed Project's trips would not result in a 3 dBA increase over existing conditions. Therefore, project-related traffic noise impacts would be **less than significant,** and no mitigation measures are necessary.

Table 11 Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet

Roadway	Segment		Average Daily Traffic Noise Levels, dBA CNEL					
	From	To	Existing	2026 With Project	Project Increase (Existing)	2028 No Project	2028 With Project	Project Increase (2028)
Carnation Lane	Snapdragon Way	Driveway 1	58	59	<1	58	59	<1
Carnation Lane	Driveway 1	Driveway 2	57	57	<1	57	57	<1
Carnation Lane	Driveway 2	Driveway 3	58	58	<1	58	58	<1
Carnation Lane	Driveway 3	Xenia Avenue	59	60	<1	59	60	<1
Carnation Lane	Xenia Avenue	to the West	59	59	<1	59	60	<1
Snapdragon Way	Carnation Lane	Starlight Avenue	55	56	1	55	57	1
Starlight Avenue	Snapdragon Way	Tiger Flower Drive	61	62	<1	62	62	<1
Starlight Avenue	Tiger Flower Drive	E Oak Valley Parkway	63	63	<1	63	63	<1
Starlight Avenue	E Oak Valley Parkway	to the North	64	64	<1	64	64	<1
Starlight Avenue	Snapdragon Way	Xenia Avenue	61	61	<1	61	62	<1
Xenia Avenue	Carnation Lane	to the East	65	65	<1	65	65	<1

Source: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) in Appendix D. Based on traffic volumes provided in the Traffic Impact Study (Appendix E).

Parking Lot Noise Impacts

The Proposed Project includes a new bus drop-off and pick-up zone for the Beaumont Early Childhood Education Center, and various parking and circulation improvements on the southern portion of the Project Site. The residences east of the Project Site, along Lillies Way, could be exposed to noise due to vehicles idling, doors opening and closing, and voices along campus

access lanes. These activities would occur for short periods of approximately 10 to 20 minutes occurring only during the daytime student drop-off in the morning and student pick-up midafternoon. Based on measurements conducted by PlaceWorks for similar and previous projects, during student drop-off at an elementary school the average noise level measures 55 dBA Leq at 40 feet. The distance from the nearest school drop-off areas to the nearest residential receptor to the east (150 feet) would result in a combined school drop-off noise levels of 45 dBA Leq at the nearest residential property lines to the east, without accounting for the existing masonry walls.

Additionally, the Proposed Project parking lot noise would comply with the City of Beaumont Code 9.02.050, Noise Standards, and would not exceed daytime base ambient noise level standards of 55 dBA L_{eq}. In addition, the Proposed Project would result in a less than 1 dBA increase at off-site receptors and would not cause a significant 1.5 dBA or 3 dBA increase over ambient noise levels.

Therefore, project-related parking lot noise impacts would be **less than significant,** and no mitigation measures are necessary.

Play Area Noise

The Proposed Project would include a new and secured play area for the Beaumont Early Childhood Education Center (Figure 4, *Conceptual Site Plan*). The nearest sensitive receptors to the proposed play area would be the residences to the east beyond Carnation Lane approximately 330 feet from the nearest play area. Play areas typically generate noise levels of 60 dBA Leq at 15 feet from the play area. At 330 feet, noise levels would attenuate to approximately 33 dBA Leq at the nearest residences to the east, without accounting for the proposed classroom buildings that would be adjacent to the east of the play area or existing masonry walls at the property line of the residential uses to the east.

Additionally, the Proposed Project's student recreational noise would comply with the City of Beaumont Code 9.02.050, Noise Standards, and would not exceed daytime base ambient noise level standards of 55 dBA L_{eq}. In addition, the project would result in a less than 1 dBA increase at off-site receptors and would not cause a significant 1.5 dBA or 3 dBA increase over ambient noise levels.

Therefore, project-related play area noise impacts would be **less than significant,** and no mitigation measures are necessary.

Mechanical Noise

The Proposed Project would include rooftop heating, ventilation, and cooling (HVAC) equipment for the proposed buildings of the Beaumont Early Childhood Education Center. Rooftop HVAC units could conservatively generate noise levels of up to 74 dBA at 5 feet (York 2006). The nearest residential receptors would be approximately 220 feet to the east of the nearest

Proposed Project building with the potential for rooftop HVAC. Not accounting for rooftop parapets, HVAC noise levels at the residential receptors to the east would be approximately 41 dBA for a single unit and approximately 47 dBA for four units, without accounting for shielding or attenuation that would be provided by rooftop parapets or the existing masonry wall along the property line at the residential receptors to the east.

Additionally, Proposed Project HVAC noise would comply with the City of Beaumont Code 9.02.050, Noise Standards, and would not exceed daytime or nighttime base ambient noise level standards of 55 dBA and 45 L_{eq}, respectively. In addition, the project would result in a less than 1 dBA increase at off-site receptors and would not cause a significant 1.5 dBA or 3 dBA increase over ambient noise levels.

Therefore, project-related HVAC noise impacts would be **less than significant,** and no mitigation measures are necessary.

b) ***Would the Proposed Project result in the generation of excessive groundborne vibration or groundborne noise levels?***

Potential vibration impacts associated with the projects are usually related to the use of heavy construction equipment. Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. The use of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction-site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Table 12 summarizes vibration levels for typical construction equipment at a reference distance of 25 feet. Typical construction equipment for this project can generate vibration levels ranging up to 0.21 inches per second (in/sec) PPV at 25 feet. Vibration levels at a distance greater than 50 feet would attenuate to 0.074 in/sec PPV or less.

Table 12 Project-Related Construction Vibration Damage Levels

Equipment	Levels, PPV (in/sec)			
	FTA Reference at 25 Feet	Receptor to North 250 feet	Receptor to East 85 feet	Receptor to West 210 feet
Vibratory Roller	0.210	0.007	0.033	0.009
Large Bulldozer	0.089	0.003	0.014	0.004
Loaded Trucks	0.076	0.002	0.012	0.003
Jackhammer	0.035	0.001	0.006	0.001
Small Bulldozer	0.003	0.000	0.000	0.000
Exceed 0.2 in/sec PPV Standard?		**No**	**No**	**No**

Source: FTA 2018. See Appendix D.
Note: PPV = peak particle velocity; FTA = Federal Transit Administration; in/sec = inches per second.
Distance measurements were conducted using Google Earth (2025) from the boundary of work areas to the nearest receptors.

Vibration levels at the nearest receptor 75 feet to the east of the Project Site would attenuate to 0.040 in/sec PPV. As shown in Table 12, the proposed construction activities would not exceed the 0.2 in/sec PPV FTA standard at any adjacent receptors to Proposed Project construction vibration activity. In addition, as an educational land use, the Proposed Project would not include any new operational vibration sources. Therefore, project-related vibration impacts would be **less than significant,** and no mitigation measures are necessary.

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

The nearest airport to the Project Site, Banning Municipal Airport, is approximately 5.95 miles to the east. The Project Site is outside the 60 dBA CNEL noise contour for Banning Municipal Airport. Therefore, implementation of the Proposed Project would not result in increased exposure of people working at or visiting the Project Site to aircraft noise. Therefore, **no impact** would occur, and no mitigation measures are necessary.

XIV. Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION

a) ***Would the Proposed Project 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)?***

The Proposed Project would not induce substantial unplanned population growth in the area, either directly or indirectly. Directly, the Proposed Project involves the construction of the Beaumont Early Childhood Education Center at the existing Anna M. Hause Elementary School campus. The Proposed Project is intended to serve existing and anticipated students within the established district boundaries; it does not propose any new housing, commercial development, or other population-generating uses. Indirectly, the Proposed Project would connect to existing utility infrastructure on-site, requiring only localized access and safety improvements, such as driveways/parking lot modification, and no major extensions of roads, water, or sewer lines that would enable new development. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

b) ***Would the Proposed Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Proposed Project would not displace any people or housing, as the site is entirely developed with the existing Anna M. Hause Elementary School campus, and contains no existing

residential structures or occupants. No construction of replacement housing would be necessitated. Therefore, **no impact** would occur, and no mitigation measures are necessary.

XV. Public Services

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

DISCUSSION

a) ***Would the Proposed Project 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*?**

The Riverside County Fire Department (RCFD) currently provides fire protection and emergency medical services to the Project Site and surrounding area via Battalion 3. RCFD services also include fire suppression, emergency medical, rescue, and fire prevention, and hazardous materials coordination services. There are 101 fire stations throughout Riverside County and 7

fire stations in Battalion 3. The nearest fire stations to the Project Site are Station 20 at 1550 E. 6th Street, approximately 0.75 mile to the southeast, and Station 66 at 628 Maple Avenue, approximately 0.70 mile southeast of the Project Site. RCFD also has mutual aid agreements with other nearby fire departments (RCFD 2026).

Project implementation could result in a slight increase in calls for fire protection and emergency medical service in the event that a fire or other emergency event occurs on-site. However, considering the existing firefighting resources available in and near the service area covered by Battalion 3, impacts on fire protection and emergency services as a result of the Proposed Project are not expected to occur. Additionally, in the event of an emergency at the Project Site that required more resources than Fire Stations 20 and 66 could provide, RCFD would direct resources to the site from other stations nearby and, if needed, would request assistance from other nearby fire departments through their mutual aid agreements.

Project implementation is also not anticipated to impede or increase RCFD's response times to either the Project Site or the surrounding vicinity. Based on a review of Google Earth, travel time to the Project Site from Station 20 is approximately 3 minutes and from Station 66 is approximately 6 minutes. Additionally, the Project Site comprises a portion of an existing elementary school campus already served by RCFD; therefore, the Proposed Project would not result in an expansion of RCFD's service area.

Additionally, the District involves RCFD in the development review process to ensure necessary fire prevention, life safety, and emergency response features are incorporated. The Proposed Project would incorporate design features to minimize potential demand on RCFD and ensure a high level of safety. For example, all new buildings would be designed and constructed under the strict oversight of DSA for compliance with structural, fire, and life safety codes. The new early education development center would feature monitored fire sprinkler and alarm systems throughout. Also, connections to existing on-site water lines would occur, and RCFD would review and ensure adequate fire flow and distribution. The adequacy of water pressure and availability would be verified by RCFD during plan check review.

Emergency vehicle access to the Project Site would be provided via existing vehicular access driveways along Carnation Lane, which connect to the existing and proposed parking areas and internal circulation system. This system would be designed to serve as the required fire access and circulation network, providing necessary turning radii and clearance. Knox Boxes (or other approved emergency access systems) would be installed at secured gates to provide immediate access for emergency personnel. All site and building improvements related to fire safety and access would be subject to review and approval by RCFD and DSA.

Furthermore, development of the Proposed Project is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and RCFD, which impose design standards and requirements that seek to minimize and

mitigate fire risk. Compliance with these codes and standards is ensured through RCFD's and DSA's development review and building permit process.

Based on the preceding, the Proposed Project would not adversely affect RCFD's ability to provide adequate service and would not require new or expanded fire facilities that could result in adverse environmental impacts. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

Police protection?

The City of Beaumont Police Department (Beaumont PD) provides police service to the City, including the Project Site. Beaumont PD is composed of the following divisions: administration, animal services, citizen volunteers, Community-oriented policing and problem solving, community service officers, detective bureau, K-9 program, office of Emergency services, patrol division, police chaplains, police explorers and police cadets, support services, traffic enforcement, and traffic and parking concerns (Beaumont PD 2026). The nearest sheriff station to the Project Site is the Beaumont PD Station at 660 Orange Avenue in the City of Beaumont, approximately 0.75 mile southwest of the Project Site.

Project implementation could result in a slight increase in calls for police protection services. However, considering the existing police resources available in and near Beaumont, project impacts on police services (including response times) are not expected to occur. The Project Site is also an infill site already served by Beaumont PD; therefore, the Proposed Project would not result in an expansion of their service area. Additionally, in the event of an emergency at the Project Site that required more resources than the Beaumont PD Station at 660 Orange Avenue could provide, Beaumont PD would if needed request assistance from other nearby police departments.

Furthermore, the District involves Beaumont PD in the development review process in order to ensure that the necessary police protection features are incorporated into development projects. All site and building improvements proposed under the Proposed Project would be subject to review and approval by Beaumont PD. For example, the Proposed Project would be designed with Beaumont PD

RCSD Standard Building Security Specifications and Crime Prevention through Environmental Design (CPTED) principles, which include natural surveillance, natural access control, territorial reinforcements and maintenance and management.

Based on the preceding, the Proposed Project would not adversely affect Beaumont PD's ability to provide adequate service and would not require new or expanded police facilities that could result in adverse environmental impacts. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

Schools?

Demand for schools in an area is usually determined by the area's population. The Proposed Project does not include the development of new homes, which lead to an increase in student generation and thereby, the need for additional school facilities. The Proposed Project would not induce population growth in the area, either directly or indirectly. The Proposed Project involves the development of the Beaumont Early Childhood Education Center.

Project development would result in an improvement to the existing school services and facilities at the Anna M. Hause Elementary School campus, providing new educational facilities and support services for the future students, staff, and personnel. Therefore, **no impact** would occur, and no mitigation measures are necessary.

Parks?

See response to Section XVI.a. As substantiated in this section, **no impact** would occur, and no mitigation measures are necessary.

Other public facilities?

The need for new or the expansion of existing library services and facilities is tied to population growth. No residential development is proposed as a part of the Proposed Project, and project development is not expected to generate a need for new or additional library services or facilities. The Proposed Project involves development of the Beaumont Early Childhood Education Center at the existing Anna M. Hause Elementary School. Students of the new education center would also make use of and be served by the new and existing resources, facilities, and programs proposed on the Anna M. Hause Elementary School, which include an existing library. Therefore, **no impact** would occur, and no mitigation measures are necessary.

XVI. Recreation

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

DISCUSSION

a) ***Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

The Proposed Project would not increase the use of existing neighborhood or regional parks or recreational facilities in a manner that would cause or accelerate substantial physical deterioration. The Proposed Project includes development of the Beaumont Early Childhood Education Center with its own playground and equipment, within the existing Anna M. Hause Elementary School. The Proposed Project and existing school campus are designed to accommodate all recreational needs of its students and staff on-site. This self-contained recreational design ensures that the operational demand generated by the school population would be internalized and would not transfer to nearby public parks. Consequently, the Proposed Project would not generate substantial new demand on existing off-site park and recreational facilities. Therefore, **no impact** would occur, and no mitigation measures are necessary.

b) ***Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

As shown in Figure 4, *Conceptual Site Plan*, the Proposed Project would feature a number of on-site amenities to serve the student population of the Beaumont Early Childhood Education Center, including a play area with play equipment, and grass play area. The Proposed Project does not involve the construction or expansion of any recreational facilities beyond those proposed on-site to serve the future students and operations of the Beaumont Early Childhood Education Center. Additionally, the Proposed Project does not propose or require construction or expansion of any existing off-site recreational facilities within the City of Beaumont. Therefore, **no impact** would occur, and no mitigation measures are necessary.

XVII. Transportation

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The analysis in this section is based partly on the following technical study, which is included as Appendix E to this Initial Study.

- Traffic Impact Study, DJ&A, March 2026.

DISCUSSION

a) ***Would the Proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Following is a discussion of the Proposed Project's potential impacts on a program, plan, ordinance, or policy addressing the circulation system. Specifically, the following discussion demonstrates that development of the Proposed Project would not conflict with nor preclude the City from implementing adopted programs, plans, and policies addressing the circulation system. The evaluation was conducted by reviewing the following City document related to transportation: The Beaumont General Plan Mobility Element.

Beaumont General Plan Mobility Element

The City of Beaumont General Plan Mobility Element is focused on balancing modal priorities and addresses safe and efficient operation, maintenance, and management of the circulation

network. While the element supports continuing programs and policies to improve travel by cars and trucks, it provides guidance on expanding the options for transit and alternative modes of transportation such as pedestrian and bicycle mobility (Beaumont 2020). Following is a discussion of how the Proposed Project would be consistent with the applicable components of the Mobility Element.

Vehicular Access and Circulation

As discussed in Section 2.3.6, *Access, Circulation, and Parking*, vehicular access to the proposed Beaumont Early Childhood Education Center would be provided via the existing driveways off Carnation Lane. The southernmost driveway would provide access to the new parking lots (Lot 2 and 3) and drive aisles proposed along the southern site boundary. A new bus drop-off/pick-up area would be provided in Lot 2 near the main entry for the Beaumont Early Childhood Education Center. Carnation Lane features two lanes in the southbound direction (one right turn lane, and one through lane) with a posted speed limit is 25 miles per hour, sidewalks on both sides, and there is a bike lane on one side of the road.

Since the existing southernmost driveway would be used to provide access to the new parking lots and bus drop-off area for the Beaumont Early Childhood Education Center, no additional driveways are proposed as part of the Proposed Project. The existing driveways on Carnation Lane providing right-turn egress movements do not interfere with queues at any intersections. The existing southernmost driveway already provides sufficient sight distance per the standards contained in the Caltrans Highway Design Manual. There are no significant horizontal curves present or proposed at the driveways.

Design and construction of the proposed bus drop-off/pick-up area and parking lots would be required to adhere to the District's design standards, which are imposed on school development projects during DSA's development review process. For example, the on-site drop-off/pick-up zone queuing area would measure a total of 430 feet in length to ensure that driveway queues do not spill onto Carnation Lane (Appendix E).

In addition, new vehicle and bus trips attributed to the Beaumont Early Childhood Education Center are not expected to build upon existing elementary school parking lot congestion to create significant queue backups at driveway entry and exit points, due to staggered operating schedules with the Anna M. Hause Elementary School.

The City of Beaumont follows roadway design standards published by the County of Riverside (2023). County Standard Plan No. 208 requires that any non-residential driveway be located at least 150 feet from the flowline of an intersecting street. Since the proposed project would not alter the location of existing driveways, the driveways on-site would remain consistent with Standard Plan No. 208. The existing driveways on Carnation Lane providing right-turn egress movements do not interfere with queues at any intersections and are expected to operate at an acceptable level of service.

While SB 743 has shifted the determination of CEQA impacts from levels of service (LOS) to Vehicle Miles Traveled (VMT), LOS is still used by the City of Beaumont (per the City's Traffic Impact Analysis Study Guidelines). LOS evaluation has been included for informational purposes only, which is included in the Traffic Impact Study prepared for the Proposed Project (Appendix E).

Pedestrian and Alternative Modes of Transportation

As discussed in Section 2.3.6, *Access, Circulation, and Parking*, pedestrian and bicycle access to the Project Site would be provided via existing and proposed walkways internal to the Project Site, as well as the existing public sidewalk along Carnation Lane. No changes are proposed to the existing public sidewalk along Carnation Lane and existing pedestrian walkways that surround the eastern and southern boundaries of the elementary school building's footprint.

A new pedestrian sidewalk would be provided along the southeast end of the Project Site adjacent to the southernmost driveway that would provide pedestrian access from the existing sidewalk on Carnation Lane to the Beaumont Early Childhood Education Center. However, at the western terminus of this sidewalk, pedestrians will have to cross the parking lot to access the Beaumont Early Childhood Education Center. The Proposed Project would include signage and/or crosswalk markings that would improve pedestrian safety within the proposed parking areas. Additionally, although the Proposed Project does not include bike lanes or facilities within the parking lots or adjacent to the Beaumont Early Childhood Education Center, the Proposed Project would include signage and/or ground markings to alert drivers that they may be sharing the road with bicyclists and/or require cyclists to dismount their bicycles when traveling on pedestrian sidewalks.

Beaumont transit stops are provided in six locations along Starlight Avenue between E Oak Valley Parkway and Xenia Avenue; the bus stops are accessible via the existing public sidewalks and bicycle lanes. No impacts to accessibility of public transit stops would occur as a result of the Proposed Project.

The Proposed Project supports and implements the following policies of the Beaumont General Plan Mobility Element, including but not limited to:

- **Policy 4.2.5**: Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.
- **Policy 4.3.2**: Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Conclusion

As demonstrated above, development of the Proposed Project would not conflict with any components of the Beaumont General Plan Mobility Element including the principals, goals, or

policies. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

b) *Would the Proposed Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*

On September 27, 2013, SB 743 started a process that fundamentally changed transportation impact analyses as part of CEQA compliance. SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the current CEQA Guidelines, the criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)). Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines on December 28, 2018, to implement SB 743. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the Guidelines, metrics related to "VMT" were required beginning July 1, 2020, to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. State courts ruled that under the Public Resources Code Section 21099, subdivision (b)(2), "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects. The guidelines establish that proposed development projects with one or more of the following attributes may be exempt from a full VMT Analysis:

- **Criteria 1:** Project is located in a Transit Priority Area (TPA). The Project Site is within 0.5 miles of a TPA, which includes a major transit stop or an existing stop along a high-quality transit corridor.
- **Criteria 2:** Project is located in a Low VMT Area. A low VMT area is defined as an individual traffic analysis zone where total daily Origin/Destination VMT per service population is 15 percent or less than the City average total daily Origin/Destination VMT per service population.
- **Criteria 3:** Project Type Screening. Projects for the following land uses can be presumed to have a less-than-significant impact:
  - Local-serving K-12 public schools
  - Local-serving parks daycare centers
  - Local-serving retail uses less than 50,000 square feet
  - Local-serving hotels (e.g., non-destination hotels)
  - Local-serving student housing projects
  - Local-serving assembly uses (places of worship, community organizations)

- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 836 daily VMT

As a public-school use, the Proposed Project would be eligible to be screened out from the need for a full project-level VMT analysis under Criteria 3 of the screening process since the Proposed Project is a local-serving school. No additional VMT analysis is required for the Proposed Project. As a local serving land use, the Proposed Project is anticipated to have a **less-than-significant** impact related to VMT, and no mitigation measures are necessary.

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

As discussed in Section 2.3.6, *Access, Circulation, and Parking*, vehicular access to the proposed Beaumont Early Childhood Education Center would be provided via the existing driveways off of Carnation Lane. The southernmost driveway would provide access to the new parking lots (Lot 2 and 3) and drive aisles proposed along the southern site boundary. A new bus drop-off/pick-up area would be provided in Lot 2 near the main entry for the Beaumont Early Childhood Education Center. As discussed in Section XVII.a, the Proposed Project would provide adequate sight distance, which is the continuous length of roadway visible to a driver.

Additionally, DSA and RCFD have adopted design standards that preclude the construction of any unsafe roadway, circulation, or access design features for school developments. Design and construction of the proposed access and circulation improvements would be required to adhere to DSA standards and RCFD's Technical Policies and Standards, which are imposed on development projects during DSA's development review process. Compliance with the established design standards would ensure that hazards due to design features would not occur, and that the placement of the vehicular access and circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the Project Site.

Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

d) ***Would the Proposed Project result in inadequate emergency access?***

Access to the Project Site would be provided via the existing driveways off of Carnation Lane. As discussed in Section 2.3.6, *Access, Circulation, and Parking*, the southernmost driveway would provide access to the new parking lots (Lot 2 and 3) and drive aisles proposed along the southern site boundary. As discussed in Section XVII.c, all driveways and internal drive isles (including fire lanes) would be designed to provide adequate sight distance and not present any geometric design hazards.

To ensure adequate emergency and fire access, project improvements would be designed in compliance with applicable RCFD, CBC, and DSA standards (e.g., minimum lane width and turning radius).

Additionally, DSA would review plans, specifications, and construction to confirm compliance with fire and life safety standards, including roadway requirements for emergency vehicles. Further, DSA and RCFD would review and approve new internal drive isle, and parking lots. With these measures in place, emergency vehicles would have adequate access to all areas of the Project Site.

Therefore, the Proposed Project would not conflict with emergency access. Impacts would be **less than significant**, and no mitigation measures are necessary.

XVIII. Tribal Cultural Resources

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact 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 § 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	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

DISCUSSION

a) ***Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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

The Project Site does not contain a known tribal cultural resource that is listed in the California Register of Historical Resource or in a local register of historical resources (NPS 2026; OHP 2026). Public Resources Code Section 5020.1(k) defines local register of historical resources as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. There is also no local ordinance or resolution that identifies the Project Site containing a tribal cultural resource that also constitutes a historical resource. **No impact** related to tribal cultural resources that are listed or eligible for listing on the CRHR or local register would occur, and no mitigation measures are necessary.

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 § 5024.1. In applying the criteria set forth in subdivision (c)

of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

The provisions of CEQA, PRC Sections 21080.3.1 et seq. (also known as AB 52), require meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources. As defined in PRC Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

As part of the AB 52 process, a Native American tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects that require CEQA public noticing and are within its traditionally and culturally affiliated geographical area. The lead agency must provide written, formal notification to the tribes that have requested it within 1416 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per PRC Section 21082.3(c).

In accordance with the provisions of AB 52, on February 23, 2026, the District sent letters to the following tribes: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Fort Yuma Quechan Indian Tribe, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Torres-Martinez Desert Cahuilla Indians, and Yuhaaviatam of San Manuel Nation. The 30-day noticing requirement under AB 52 concluded on March 25, 2026 (approximately 30 days from the date the tribes received the notification letter).

Four of the 13 tribes notified, Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Fort Yuma Quechan Indian Tribe, and Yuhaaviatam of San Manuel Nation responded to the District consultation letters. One of the tribes, Agua Caliente Band of Cahuilla Indians (Tribe), responded and requested consultation; the other three tribes declined consultation. The District and Tribe conducted a virtual tribal consultation meeting on March 11, 2026. Subsequent to the virtual meeting, the Tribe requested (in an email communication) a minor revision to Mitigation Measure CUL-1 of the Cultural Resources section, which the District accommodated and is reflected in Mitigation Measure CUL-1. Subsequently, the Tribe submitted a letter to the District that the Tribe concluded their consultation and did not request any additional mitigation measures or further information or meetings regarding tribal cultural resources. Therefore, pursuant to the requirements under AB 52, the District completed its tribal consultation process.

Additionally, an NAHC Sacred Lands File search for the Project Site yielded a negative result, indicating no formally recorded sacred sites or traditional cultural places.

Furthermore, in the unlikely event that tribal cultural resources, including human remains, are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 require that disturbance of the site shall remain halted until the Riverside County Coroner has conducted an investigation. If the remains are determined to be Native American, NAHC will be contacted to identify the Most Likely Descendant for recommendations on treatment. Mitigation Measure CUL-2 formalizes these required procedures in the project specifications.

Based on the preceding, impacts on tribal cultural resources would be **less than significant,** and no mitigation measures are necessary.

XIX. Utilities and Service Systems

Would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water 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?	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less-than-Significant Impact 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, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

DISCUSSION

a) ***Would the Proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Water Supply Facilities

BCVWD provides water delivery service to the school campus, which includes the Project Site. BCVWD's water supply portfolio includes local groundwater from Edgar Canyon, groundwater extracted from the Beaumont Basin, imported supplies purchased through the San Gorgonio Pass Water Agency, and recycled water supplies from the City of Beaumont (BCVWD 2021). The Beaumont Groundwater Basin is adjudicated and managed under the oversight of the Beaumont Basin Watermaster (BCVWD 2021).

There is currently existing water demand at the school campus from the existing uses and water demand would increase with the Proposed Project. Water demand estimates with implementation of the Proposed Project are included in Table 13. As shown in the table, the Proposed Project would result in 569 gallons per day (GPD) (or 0.64 acre-feet per year (AFY) of water demand. This is within BCVWD's forecasted water surplus of 5,606 AF for 2045 and projected increase in water demand of 3,731 AFY between 2025 and 2045 (BCVWD 2021). Accordingly, the Proposed Project would not substantially affect BCVWD's long-term water supply reliability for normal years.

Table 13 Proposed Water Demands

Scenario	Outdoor Water Use (GPD)	Building Area (SF)	Indoor Water Generation Rate (GPD/SF)[1]	Indoor Water Demand (GPD)	Total Water Use (GPD)
Proposed Uses	33	19,846	0.027	**536**	**569**

Source: Ruhnau Clarke 2022; Banning 2012.

[1] The Public Facilities wastewater unit factor is 1,175 gallons per day per acre listed in Table 3.3, Wastewater Unit Factors for Projecting Future Flows, in the City's Wastewater Master Plan. Water demand is conservatively assumed to be equivalent to 100 percent of total wastewater generation.

BCVWD's 2020 UWMP identifies shortfalls in supply due to single and multiple consecutive dry years and identifies the management strategies to ensure a reliable supply despite the shortfalls (BCVWD 2021). The BCVWD's 2020 UWMP shows that BCVWD has a surplus of water supplies during normal years through the year 2045. However, during single dry years, BCVWD can rely on groundwater reserves stored in the Beaumont Basin to offset reduced deliveries from the State Water Project. In the case of multiple consecutive dry years, BCVWD has identified various response actions caused by a shortage in the long-term average supply in its Water Shortage Contingency Plan (WSCP). BCVWD anticipates demand reductions of up to 40 percent of normal demands during extreme water supply shortages (BCVWD 2021).

Given the relatively small increase in water demand associated with the Proposed Project and BCVWD's established supply portfolio and drought response framework, the Proposed Project's increase in water demand would not be considerable, even under multiple consecutive dry years.

Additionally, the Proposed Project would be required to comply with state and local water conservation regulations, including CALGreen requirements for indoor water use reductions and site-specific irrigation efficiency measures, as well as the Water Efficient Landscape Ordinances that mandate water-saving landscaping practices. The District would also pay connection fees to support system maintenance and capital improvements necessary to serve new growth.

The Proposed Project would require new on-site water infrastructure to connect to the existing potable water mains that are in the Anna M. Hause Elementary School campus, as shown in Figure 9, *Utility Plan*. However, no new off-site water supply, treatment, or major transmission facilities would be required. Therefore, the Proposed Project would not require or result in the construction of new or expanded water supply facilities that could cause significant environmental effects. Impacts would be **less than significant,** and no mitigation measures are necessary**.**

Wastewater Conveyance and Treatment Facilities

The City of Beaumont provides wastewater collection and conveyance service to the school campus, which includes the Project Site. The City of Beaumont's Wastewater Treatment Plant (WWTP) No. 1 has a current permitted capacity of six million gallons per day (MGD) (SARWQCB 2023). Wastewater generation estimates under the Proposed Project are included in Table 14. As shown in the table, the Proposed Project would result in an increase of 536 GPD or 0.0005 MGD.

Table 14 Proposed Wastewater Generation

Proposed Use, Building Area (SF)	Rate GPD/SF)1	Projected Wastewater (GPD)	Projected Wastewater (MGPD)
19,846	0.027	536	0.0005

Source: Beaumont 2021.

[1]The Public Facilities wastewater unit factor is 1,175 gallons per day per acre listed in Table 3.3, Wastewater Unit Factors for Projecting Future Flows, in the City's Wastewater Master Plan.

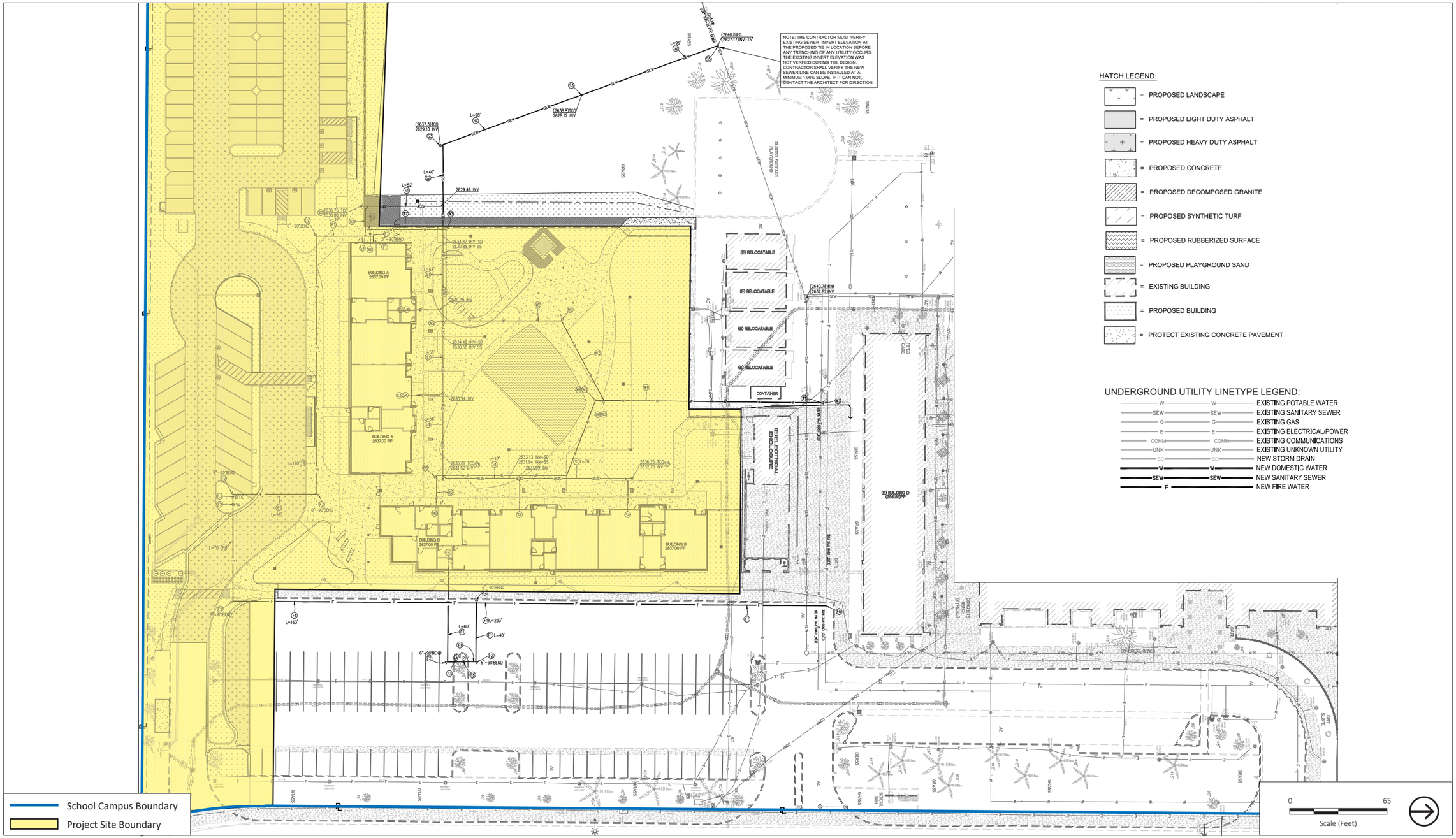
The WWTP has a permitted treatment capacity of about 6.0 MGD under its current NPDES permit (Order No. R8-2022-0042). The Proposed Project would result in less than 0.1 percent of the current permitted capacity.

In addition, the Proposed Project would include the installation of low flow plumbing fixtures that are required by the CALGreen, further reducing the Proposed Project's wastewater generation.

As a part of the Proposed Project, new on-site sewer infrastructure would be installed and connected to the existing sanitary sewer lines as shown in Figure 9. No new or expanded municipal sewer lines would be required to accommodate the Proposed Project. The proposed wastewater system improvements would be designed and constructed in accordance with the City of Beaumont standards and would require approval from the City Engineer. No new or expanded wastewater infrastructure or wastewater treatment facilities would be needed with implementation of the Proposed Project. Therefore, impacts would be **less than significant,** and no mitigation measures are necessary.

Stormwater Drainage Facilities

Impacts related to storm drainage facilities were previously addressed in Section X.c.iii. The Proposed Project would comply with the post-construction requirements of the CGP issued by SWRCB. Site design, source control, and treatment BMPs would be incorporated to treat stormwater prior to discharge into the City's existing drainage system and to reduce peak runoff flows to pre-project levels.



Source: RUHNAU Clarke 2025.

Figure 9
Utility Plan

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During construction, the District's construction contractor would prepare and implement a SWPPP, which would include erosion and sediment control measures to minimize pollutant discharge from the site. During operation, permanent BMPs would minimize runoff volume and associated pollutant loading through detention, infiltration, and water quality treatment features. With implementation of these measures, the Proposed Project would not substantially increase the rate or volume of stormwater runoff in a manner that would result in flooding or exceed the capacity of existing or planned storm drain facilities. Therefore, impacts related to stormwater drainage systems would be **less than significant**, and no mitigation measures are necessary.

Electricity and Natural Gas Services and Facilities

Electrical and Natural Gas Energy

As shown in Table 6, *Electricity and Natural Gas Consumption*, implementation of the Proposed Project would result in 166,608 kilowatt hours of electricity use per year (kWh/year) and 475,122 kilo-British thermal units per year (kBTU/year) of natural gas usage.

Electrical service to the Project Site would be provided by SCE. Total electricity consumption in SCE's service area was approximately 79,341 gigawatt-hours (GWh) in 2024 (CEC 2026a). The increase due to the Proposed Project is approximately 0.1 percent of the total electricity consumption for SCE in 2024 of 79,341 GWh.

Natural gas service would be provided by SoCalGas. Total natural gas consumption in SoCalGas's service area was approximately 4,959 million of therms in 2024 (CEC 2026b). Natural gas service is provided by SoCalGas through connections to existing off-site natural gas pipelines and new on-site infrastructure. The increase due to the Proposed Project is less than 0.1 percent of the total natural gas consumption for SoCalGas in 2024 of 4,959 million of therms.

Development associated with the Proposed Project would also be built to meet the latest Building Energy Efficiency Standards and CALGreen, which would improve building energy efficiency performance for electricity and natural gas use when compared to existing development in the region. Therefore, operation of the Proposed Project would result in a **less than significant** impact related to electricity and natural gas and no mitigation measures are necessary.

Telecommunication Facilities

Telecommunications services for the District include contracted voice communications through Verizon Communications, with the District using Verizon-provided VoIP telephone service at its Educational Support Facility (District Office) under a monthly recurring or contract arrangement. Current District telephone service is delivered through Verizon, and the District owns its

handsets and manages the system to accommodate needs such as voicemail, call forwarding, and other features as part of its telecommunications infrastructure plan (BUSD 2016).

Telecommunication facilities for the Proposed Project would be provided through connection to the existing telecommunications infrastructure in the vicinity of the Project Site. Required extensions or connections would utilize existing rights-of-way and established network facilities. As a result, potential impacts related to the expansion of telecommunications services associated with the Proposed Project are considered **less than significant** *and no mitigation measures are necessary*.

b) ***Would the Proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

As previously substantiated in Section XIX.a, BCVWD has sufficient water supplies to serve the Proposed Project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

c) ***Would the Proposed Project result in a determination by the waste water 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?***

As previously substantiated in Section XIX.a, there is existing wastewater treatment capacity in the WWTP for the Proposed Project's estimated wastewater generation. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

d) ***Would the Proposed Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

The District contracts solid waste and recycling with Waste Management Collection & Recycling Inc. (WM), which would then provide solid waste collection services to the Project Site (BUSD 2025). Solid waste generated by the Proposed Project would be transported to the Lamb Canyon Landfill, which is operated by Riverside County. Disposal data for the landfill is shown in Table 15. As shown in the table, the landfill has a Residual Disposal Capacity of 3,264 tons per day.

Table 15 Landfill Capacity

Landfill	Maximum Permitted Throughput (tons/day)	Average Disposal (tons/day)[1]	Residual Disposal Capacity (tons/day)[2]	Remaining Capacity, (cubic yards)	Estimated Closing Year
Lamb Canyon Sanitary Landfill *16411 State Hwy 79 Beaumont, CA 92223*	5,000	1,736	3,264	14,540,000	4/1/2032

Source: CalRecycle 2024;2026a.

Notes:

1 The 2024 disposal rate represents the amount of waste landfilled at the Lamb Canyon Sanitary Landfill, which was reported as 607,583 tons for the year. Dividing this annual total by 350 operating days (accounting for holidays) results in an average daily disposal rate of approximately 1,736 tons per day.

2 The residual daily disposal capacity is the difference between the maximum permitted daily capacity of 5,000 tons/day and the 2024 daily disposal rate of 1,736 tons/day.

Based on the building square footage, the Proposed Project is estimated to generate a net increase of about 139 pounds per day (0.07 tons per day) of solid waste, as shown in Table 16.

Table 16 Proposed Project Solid Waste Generation

Scenario	School Buildings (SF)	School Solid Waste Generation Rate (lbs/SF/day)	Total Solid Waste Generation (lbs/day)	Total Solid Waste Generation (tons/day)
Proposed Conditions	19,846	0.007	139	0.07

Source: CalRecycle 2026b.

Notes: SF = square feet; lbs.=pounds

As demonstrated in Table 15, there is adequate landfill capacity in the region for the Proposed Project's forecasted solid waste disposal, and project development would not require additional landfill capacity at the landfill(s) serving Beaumont. Additionally, the total amount of solid waste expected to be generated under the Proposed Project would be minimal compared to the residual daily disposal capacity of the landfills.

Furthermore, substantial reductions in solid waste from construction materials can be achieved through recycling, reuse, and diversion programs. CALGreen section 5.408 (Construction Waste Reduction, Disposal and Recycling) mandates recycling and/or salvaging for reuse a minimum of

65 percent of the nonhazardous construction and demolition waste. The Proposed Project would comply with CALGreen's goal of reusing or recycling the Proposed Project's construction waste.

Based on the preceding, impacts on landfill capacity would be **less than significant**, and no mitigation measures are necessary.

e) ***Would the Proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Solid waste would be generated during the construction and operation of the Proposed Project. The Proposed Project would comply with all regulations pertaining to solid waste, such as the California Integrated Waste Management Act and local recycling and waste programs. The Proposed Project would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. Section 5.408 of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Hazardous waste, such as paint used during construction, would be disposed of only at facilities permitted to receive it in accordance with local, state, and federal regulations. The Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

Issues	Potentially Significant Impact	Less-than-Significant Impact 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Wildland fire protection in California is the responsibility of either the local government, state, or federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by the California Department of Forestry and Fire Protection (CAL FIRE) under contract to local governments. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRAs. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. Riverside County Fire Department Office of Emergency Services currently provides fire protection and emergency medical services to Riverside County.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The Project Site is within an LRA, and not within a Fire Hazard Severity Zone. The closest VHFHSZ that is mapped by the California Department of Forestry and Fire Protection in an SRA is located 0.19 miles northeast (RCFD 2026) and in the LRA the closest VHFHSZ is approximately 1.45 miles north of the Project Site (CAL FIRE 2026). Land between the edge of the nearest FHSZ and the Project Site consists of a mix of commercial and residential development.

DISCUSSION

a) ***Would the Proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

The Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Proposed Project is a public-school use, which by its nature requires and will be designed with a site-specific emergency operations plan that will be coordinated with Beaumont Emergency Services Department and other emergency responders (Beaumont 2020). As detailed in the project description and design, the Proposed Project would incorporate required emergency access features, including dedicated fire lanes within the internal drive aisle system, multiple access points from public roadways, and connect to an adequate water supply. These features would be reviewed and approved by RCFD and DSA as part of the plan check and permitting process.

Additionally, the Proposed Project would not alter local or regional transportation networks or block existing emergency routes during construction or operation. It introduces a defined, managed facility whose emergency plans will be integrated into the broader community response framework.

Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

b) ***Would the Proposed Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

The Proposed Project would not exacerbate wildfire risks or expose occupants to substantial new risks from wildfire spread or pollutant concentrations. The Project Site is located in an area of flat topography with gentle slopes, which does not promote rapid wildfire spread like steep terrain. The Proposed Project would develop part of the Anna M. Hause Elementary School grass play field and parking lot into the Beaumont Early Childhood Education Center.

This change replaces continuous vegetation with non-combustible buildings, hardscape, and a play area, thereby reducing the available fuel load on the site itself. The Proposed Project would be constructed to current, stringent building codes under the review of DSA, incorporating fire-resistive materials and site design that includes perimeter setbacks for defensible space. Furthermore, the Proposed Project includes designed emergency vehicle access, as required and approved by RCFD, ensuring adequate infrastructure for firefighting.

While the region experiences seasonal winds, the Proposed Project does not alter regional wind patterns, and the proposed development would not exacerbate wildfire or the spread of a wildfire.

Therefore, impacts would be **less than significant**, and no mitigation measures are necessary.

c) ***Would the Proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

The Proposed Project involves the construction of new on-site infrastructure, including new parking lots and underground utility connections. This infrastructure is designed to reduce fire risk, not exacerbate it. The on-site water lines and hydrants will create a dedicated emergency water source to serve the Beaumont Early Childhood Education Center, enhancing firefighting capability. Access roads and drive aisles are designed to double as necessary fire lanes, improving emergency response over the existing vacant condition. The extended electrical and telecommunications lines would be installed underground, eliminating the fire risk associated with overhead power lines. The new utility connections would occur in Carnation Lane for new water and wastewater lines would connect to the existing lines on-site, which connect to the water/sewer main in Carnation Lane. The utility connections would remain on-site, outside of the public right-of-way, and require no significant off-site extensions that could create new fuel breaks or disturbances in wildland areas.

Therefore, the impacts would be **less than significant**, and no mitigation measures are necessary.

d) ***Would the Proposed Project 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?***

The Project Site is described as having flat topography with gentle slopes draining to the south/southeast, and it is not located in a mapped flood hazard zone (Appendix C). The Proposed Project would implement BMPs, and direct runoff into existing inlets, and storm drains in the public right of way. This would control the rate and improve the quality of stormwater runoff. The design will comply with all City of Beaumont standards and will be subject to review and approval by DSA.

As addressed previously, the Proposed Project does not exacerbate wildfire risks, and the Project Site's flat terrain is not prone to post-fire slope instability or landslides. The Project Site does not contain potential flooding risk, and existing stormwater infrastructure and BMP’s would improve runoff through controlled infrastructure. Therefore, the Proposed Project would not expose occupants or adjacent properties to significant new risks from flooding or slope instability. Impacts would be **less than significant**, and no mitigation measures are necessary.

XXI. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION

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

As substantiated in Section IV, *Biological Resources*, implementation of the Proposed Project would result in an impact on biological resources. However, with implementation of Mitigation Measure BIO-1, impacts to biological resources would be reduced to a level of less than significant.

As substantiated in Section V, *Cultural Resources*, no historic resources were identified on the Project Site. However, project-related ground-disturbing activities (e.g., grading and excavation) have the potential to reveal unknown buried cultural deposits. With implementation of Mitigation Measure CUL-1, impacts to archaeological resources would be reduced to a less-than-significant level.

Furthermore, project-related ground-disturbing activities (e.g., grading and excavation) have the potential to reveal unknown buried paleontological resources. However, as substantiated in Section VII, *Geology and Soils*, impacts to paleontological resources were deemed to be less than significant with implementation of Mitigation Measure GEO-1.

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

The issues relevant to the proposed project development are confined to the immediate Project Site. Additionally, the Project Site is in an area of Beaumont where supporting utility infrastructure (e.g., electricity, natural gas, and drainage) and services (e.g., solid waste collection) currently exist. Project implementation would not require the construction of new or expansion of utility infrastructure for water, sewer, electricity, or natural gas as no such services or facilities are needed to support the Proposed Project.

Furthermore, impacts related to other topical areas such as air quality, GHG, hydrology and water quality, and traffic would not be cumulatively considerable with development of the Proposed Project in conjunction with other cumulative projects, as analyzed in this Initial Study.

In consideration of the preceding factors, the Proposed Project's contribution to cumulative impacts would be rendered **less than significant**; therefore, project impacts would not be cumulatively considerable.

c) ***Does the Proposed Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

As substantiated in the respective topical sections of this Initial Study, implementation of the Proposed Project would not result in significant impacts in the areas of air quality, GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, or wildfire, which may cause adverse effects on human beings. Therefore, impacts related to these environmental effects were deemed to be **less than significant**.

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