

**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
(Draft)
Beaumont Corporate Yard Project
BEAUMONT, CALIFORNIA**

Prepared for:

CITY OF BEAUMONT
Public Works Department
550 East Sixth Street
Beaumont, CA 92223



Prepared by:



CHAMBERS GROUP, INC.
3151 Airway Avenue Suite F208
Costa Mesa, California 92626
(949) 261-5414

June 2026

TABLE OF CONTENTS

	<u>Page</u>
SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING.....	1
1.1 PROJECT PURPOSE.....	1
1.2 PROJECT LOCATION AND SITE CHARACTERISTICS	1
1.2.1 Project Location, Setting, and Surrounding Uses.....	1
1.3 PROJECT DESCRIPTION	1
1.4 CONSTRUCTION AND OPERATION.....	2
1.4.1 Staging Areas.....	2
1.4.2 Best Management Practices (BMPs).....	2
1.5 REQUIRED PERMITS AND APPROVALS.....	3
1.5.1 Responsible Agencies.....	3
1.5.2 Reviewing Agencies.....	3
SECTION 2.0 – ENVIRONMENTAL DETERMINATION	8
2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:	8
2.2 DETERMINATION	8
SECTION 3.0 – EVALUATION OF ENVIRONMENTAL IMPACTS	8
SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES	9
4.1 AESTHETICS.....	9
4.1.1 Environmental Setting	9
4.1.2 Impact Analysis	9
4.2 AGRICULTURE & FORESTRY RESOURCES	11
4.2.1 Environmental Setting	11
4.2.2 Impact Analysis	12
4.3 AIR QUALITY.....	13
4.3.1 Environmental Setting	13
4.3.2 Impact Analysis	14
4.4 BIOLOGICAL RESOURCES	17
4.4.1 Environmental Setting	17
4.4.2 Impact Analysis	17
4.5 CULTURAL RESOURCES	19
4.5.1 Environmental Setting	20
4.5.2 Impact Analysis	20
4.6 ENERGY.....	22
4.6.1 Impact Analysis	22
Construction Energy	23
4.7 GEOLOGY AND SOILS	26
4.7.1 Environmental Setting	26

4.7.2	Impact Analysis	27
4.8	GREENHOUSE GAS EMISSIONS	29
4.8.1	Environmental Setting	29
4.8.2	Impact Analysis	29
4.9	HAZARDS AND HAZARDOUS MATERIALS	30
4.9.1	Environmental Setting	31
4.9.2	Impact Analysis	31
4.10	HYDROLOGY AND WATER QUALITY.....	33
4.10.1	Impact Analysis	33
4.11	LAND USE AND PLANNING	37
4.11.1	Impact Analysis	37
4.12	MINERAL RESOURCES	37
4.12.1	Environmental Setting	37
4.12.2	Impact Analysis	38
4.13	NOISE	38
4.13.1	Environmental Setting	38
4.13.2	Impact Analysis	39
4.14	POPULATION AND HOUSING	41
4.14.1	Environmental Setting	41
	Impact Analysis.....	41
4.15	PUBLIC SERVICES.....	42
4.15.1	Environmental Setting	42
4.15.2	Impact Analysis	42
4.16	RECREATION	44
4.16.1	Environmental Setting	44
4.16.2	Impact Analysis	44
4.17	TRANSPORTATION	45
4.17.1	Impact Analysis	45
4.18	TRIBAL CULTURAL RESOURCES.....	47
4.18.1	Impact Analysis	48
4.19	UTILITIES AND SERVICE SYSTEMS	51
4.19.1	Impact Analysis	51
4.20	WILDFIRE	53
4.20.1	Impact Analysis	53
4.21	MANDATORY FINDINGS OF SIGNIFICANCE.....	54
4.21.1	Impact Analysis	55
SECTION 5.0 – FEDERAL ENVIRONMENTAL REGULATIONS EVALUATION.....		58
SECTION 6.0 – ALTERNATIVES EVALUATED		62
6.1.1	Proposed Project.....	62
6.1.2	No Project Alternative.....	62

6.1.3 Alternative 1: Off-Site / Third-Party Fueling	62
SECTION 7.0 – REFERENCES	63

LIST OF TABLES

	<u>Page</u>
Table 1: Screening Threshold for Criteria Pollutant.....	14
Table 2: Expected Construction Emissions Summary (lb/day)	14
Table 3: Operational Unmitigated – Summer Daily Pollutant Generation	15
Table 4: Operational Unmitigated – Winter Daily Pollutant Generation.....	15

LIST OF FIGURES

	<u>Page</u>
Figure 1 – Project Location and Vicinity Map	5
Figure 2 – Site Plan.....	5
Figure 3 – General Plan Land Use and Zoning	6
Figure 4 – CNDDDB Occurrences.....	7

Appendix A – Air Quality Assessment
Appendix B – Cultural Resources Study
Appendix C—Global Climate Change
Appendix D – Noise Assessment
Appendix E – Trip Generation
Appendix F – VMT Analysis
Appendix G – Sight Distance and Swept Path Analysis

SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT PURPOSE

This Initial Study (IS) analyzes the proposed development of a city yard that would be utilized by the City of Beaumont (City) to manage various City services, including transit, vehicle maintenance, facilities, parks and recreation, engineering, street maintenance, and wastewater administration. The proposed city yard will also accommodate future staffing levels (Proposed Project). The IS has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], §15000 et seq.) and has determined that preparation of a Mitigated Negative Declaration would be appropriate under CEQA.

1.2 PROJECT LOCATION AND SITE CHARACTERISTICS

1.2.1 Project Location, Setting, and Surrounding Uses

The City is located within the western area of Riverside County, bounded by Calimesa to the north/northwest, Banning to the east, and the San Jacinto wilderness to the south. The Project site is located at the southwest intersection of 4th Street and Veile Avenue within the City of Beaumont, California. It is surrounded by existing developments such as the City's wastewater treatment plant to the west, an auto dismantling facility to the south, a distribution center to the north, and an electrical substation to the east. The Project site is zoned as Manufacturing, and its land use designation is Industrial.

1.3 PROJECT DESCRIPTION

The Proposed Project would develop a City Yard utilized by multiple departments, including Transit, Fleet Maintenance, Community Services, Public Works, and Wastewater. The approximately 6.15-acre parcel development would include the construction of the following facilities:

- Administration Building (9,982 square feet [sq. ft.])
- Fleet Garage/Storage Building with Welding and Wash Bays (11,250 sq. ft.)
- Solar canopies (10,600 sq. ft.)
- 8 Hydrogen Fueling Stations
- 15 Compressed Natural Gas (CNG) Fueling Stations, and Accessory Structures
- Electric Vehicle (EV) Charging Infrastructure
- Designated parking (uncovered and solar-covered) with up to 200 spaces.

The Project site would accommodate approximately 100 occupants under the current project design, although occupancy levels could vary in the future depending on operational needs and building use. The Project site would operate Monday through Thursday, 8:00 AM to 5:00 PM, and Friday, 8:00 AM to 12:00 PM.

The Administration Building and a 2,980 sq. ft. solar canopy would be developed on the northeastern corner of the Project site. The eastern side of the Project site would consist of 55 parking stalls designated for administration staff, bus drivers, future staff, and fleet garage personnel. This area would incorporate six EV charging stalls and three accessible stalls.

The northwest portion of the Project site would include public and fleet-serving infrastructure, including 15 CNG fueling stations, along with electric, and hydrogen fueling stations and equipment, and a driveway outlet. The fueling area would include both fast-fill and slow-fill fueling capabilities. Fast-fill CNG and hydrogen stations would primarily serve operational and convenience fueling needs during regular business hours, while slow-fill stations located within the fleet vehicle service area south of the public fueling area would primarily be utilized for overnight bus fueling after business hours. The southwest portion of the Project site would contain the 11,250 square -foot Fleet Garage with attached Welding Bay and Wash Bay canopies.

1.4 CONSTRUCTION AND OPERATION

The Proposed Project construction is expected to begin in early 2027 with a duration of approximately 18 months. Equipment to be used during construction may include the following items:

- Excavators
- Dump Trucks
- Backhoe(s)
- Cement Trucks
- Utility Pick-Up Trucks
- Concrete Finishing Equipment and Tools
- Graders and rollers
- Cranes
- Forklifts

1.4.1 Staging Areas

Construction trailers and staging areas will remain on-site during construction. The entire site would be fenced during this time.

1.4.2 Best Management Practices (BMPs)

The Proposed Project would implement several BMPs to comply with local, state, and federal regulations. Construction BMPs would be implemented to reduce impacts to air, soil, and water quality. Such BMPs may include water or soil stabilizers, regular maintenance, equipment idling limits, temporary barriers, silt fencing, covering of stockpiles, etc. The Proposed Project would implement a Hydro Plan and Landscaping Plan, which outline design features that would reduce topsoil erosion, stormwater runoff, and water pollution.

For consistency with the MSHCP, the following shall be implemented for the Proposed Project.

1. If nesting season cannot be avoided, standard BMP for nesting season would be implemented, including a preconstruction nesting bird survey to be conducted within the Project area and the selected staging area(s) including a 500-foot buffer, within 7 days prior to the start of construction or staging (including any clearing, grubbing, tree removal, or grading) or according to the survey timing in Project permits. If an active nest is identified, a minimum avoidance buffer around the active nest would be determined and implemented by a qualified biologist to avoid impacts to the active nest. The buffer should be maintained during physical ground-disturbing activities. Once the qualified biologist has determined that nesting has ceased, and the nestlings have fledged and are no longer using the nest, the buffer may be removed.

2. A focused 30-day burrowing owl preconstruction survey would be conducted to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP and by the Riverside Conservation Authority (RCA). The surveys will be conducted in compliance with both MSHCP and CDFW guidelines. A report of the findings prepared by a qualified biologist will be submitted to the City of Beaumont for review and approval prior to any permit or ground disturbing activities.
3. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
4. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
5. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
6. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
7. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
8. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

1.5 REQUIRED PERMITS AND APPROVALS

Reviewing Agencies include those agencies that do not have discretionary powers but may review the MND for adequacy and accuracy. Responsible Agencies have discretionary approval authority for a project. Potential Reviewing Agencies and Responsible Agencies include the following:

1.5.1 Responsible Agencies

State of California Agencies

- Southern California Edison (SCE)
- State Water Resources Control Board (SWRCB)
- California Department of Fish and Wildlife (CDFW)

Regional Agencies

- South Coast Air Quality Management District (SCAQMD)

1.5.2 Reviewing Agencies

- Native American Heritage Commission (NAHC), and tribes requesting consultation

1.5.3 Permits and Approvals

The following permits may be required prior to construction of the Project.

- SCAQMD - Rule 403 dust control
- Building Permit
- Encroachment Permit
- Grading Permit

Figure 1 – Project Location and Vicinity Map

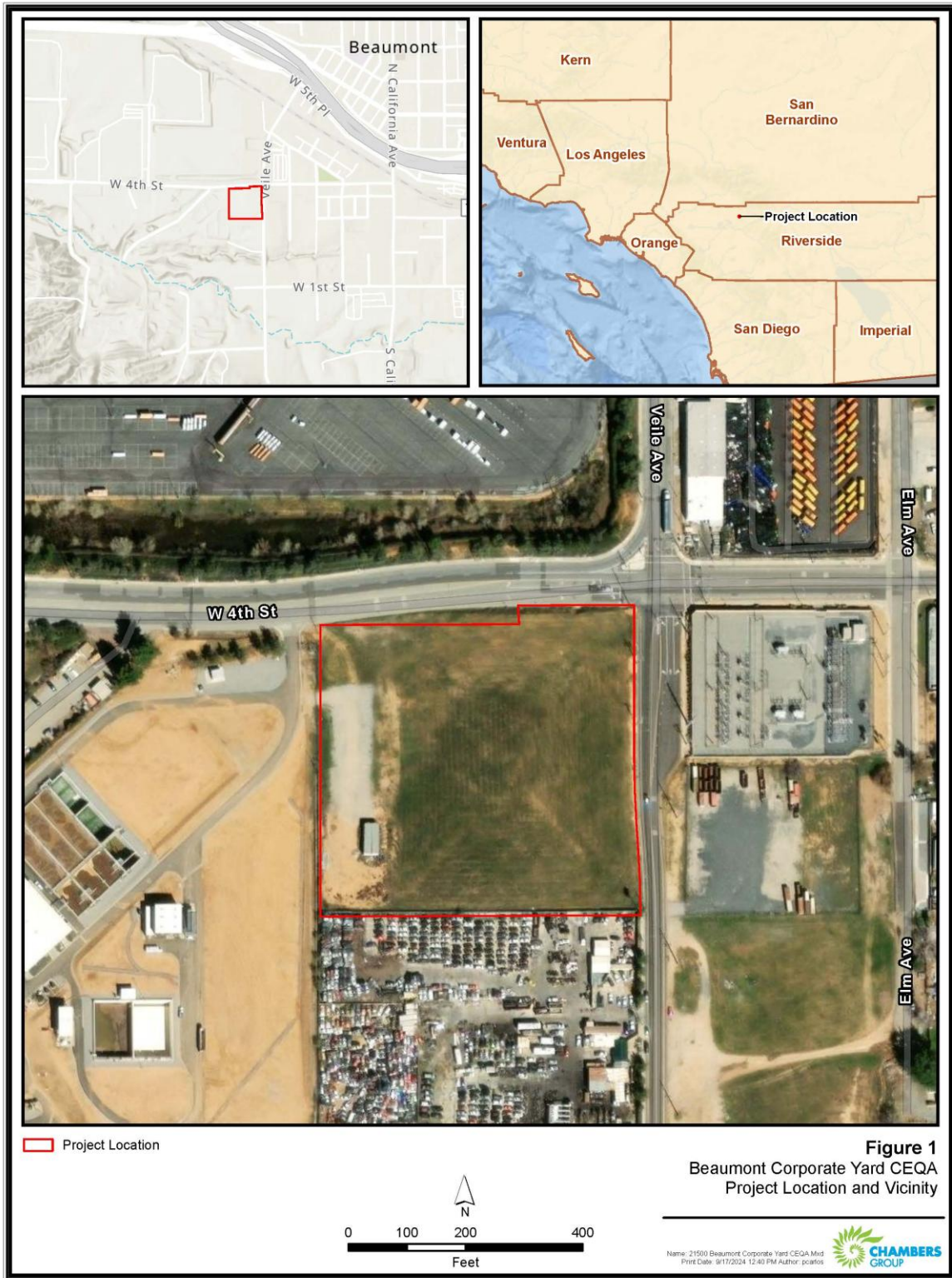


Figure 2 – Site Plan

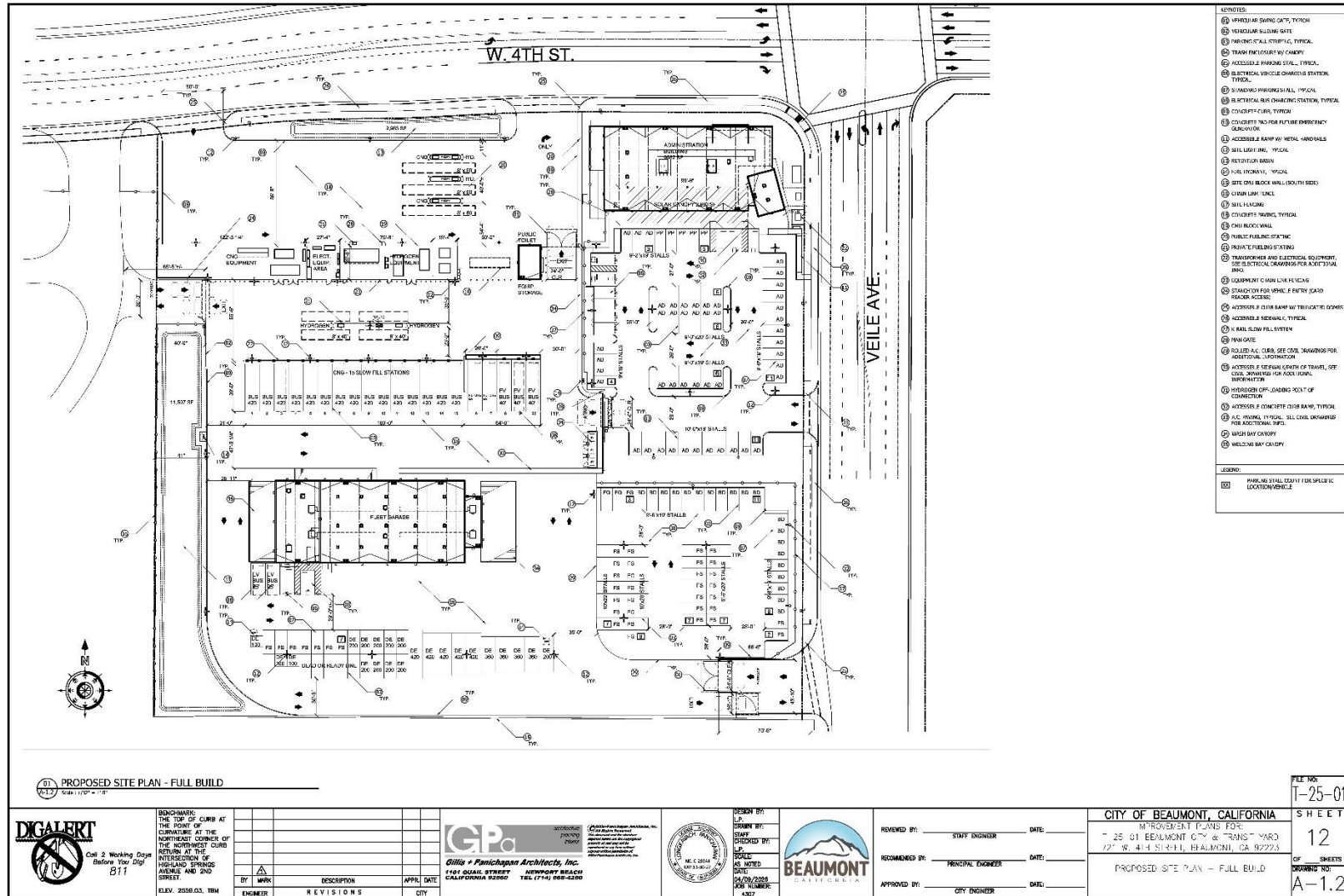


Figure 3 – General Plan Land Use and Zoning

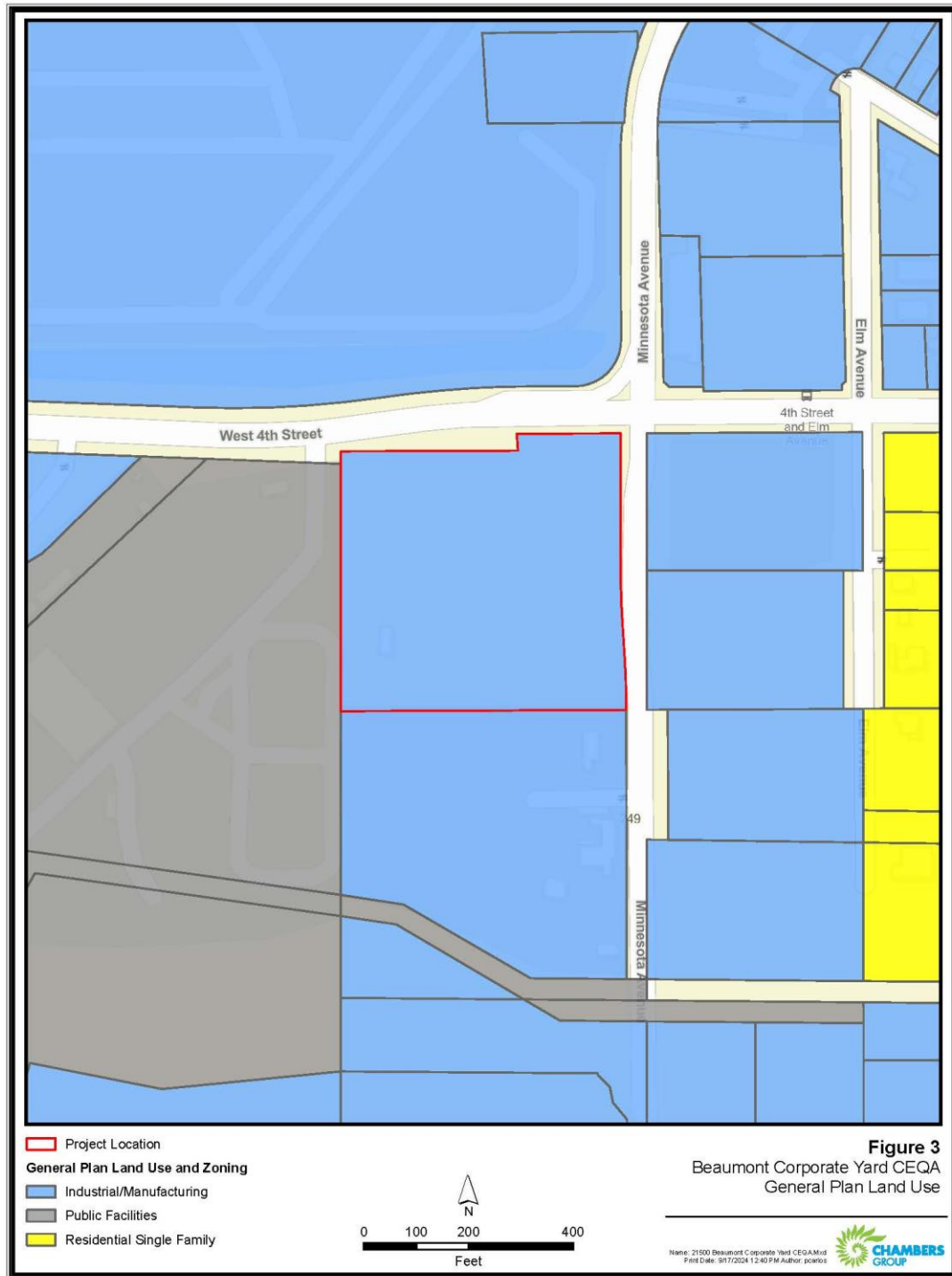
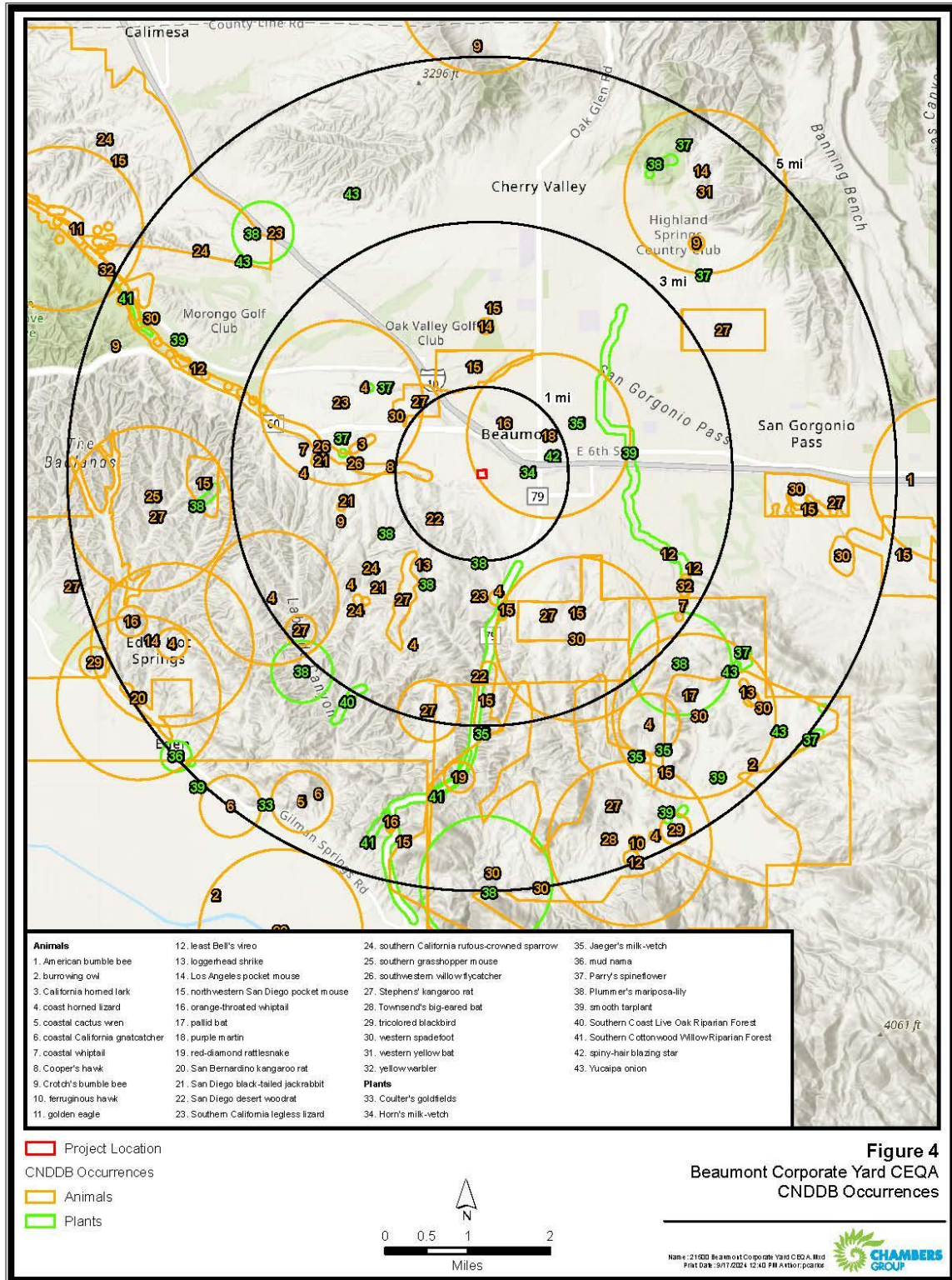


Figure 4 – CNDDDB Occurrences



SECTION 2.0 – ENVIRONMENTAL DETERMINATION

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

- | | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology /Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & 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 |

2.2 DETERMINATION

On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION (ND)** will be prepared. ☐
2. 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. ☒
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐
4. 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. ☐
5. 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. ☐



Signature

Robert Vestal

Name

06/17/2026

Date

City Engineer | Public Works Director

Title

SECTION 3.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if substantial evidence exists that an effect may be significant. If one or more “Potentially Significant Impact” entries are marked when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

**Note: Instructions may be omitted from final document.*

SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

4.1 AESTHETICS

1.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	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?	☐	☐	☒	☐

4.1.1 Environmental Setting

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area. Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area. Aesthetic resources include scenic resources, which include water forms, trees, rock outcroppings, historic buildings, and scenic highways. Impacts to aesthetic resources include obstruction and destruction of views to or from scenic resources, and/or the degradation of the visual character of the area.

The City is located in the western portion of Riverside County, California, and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning.

4.1.2 Impact Analysis

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

Less Than Significant Impact. The Project site is relatively flat and is within an area containing primarily industrial uses. The Proposed Project includes the construction of City facilities and fueling stations. The Proposed Project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources. Views from the Project site and the surrounding area do not include any potential scenic vistas. Although the Proposed Project would change the look of the existing site, no impact would occur to any designated scenic vistas. The Project would also implement a Landscaping Plan that includes planting vegetation along the northern, western, and eastern perimeter to enhance the visual character of the site and soften the appearance of paved industrial areas. The implementation of the Proposed Project would result in a less than significant impact.

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

No Impact. The Proposed Project is not within or adjacent to a designated state scenic highway (Caltrans 2026). Therefore, no impact to scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway would occur.

- c) *Would the project 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?*

Less Than Significant Impact. The Proposed Project site is surrounded by industrial uses. The Proposed Project is zoned as Manufacturing and is surrounded by areas zoned for Manufacturing (City 2020). The Proposed Project would not conflict with applicable land use. Although existing views of the Project site would change, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The Project would also implement a Landscaping Plan that includes planting vegetation along the northern, western, and eastern perimeter to enhance the visual character of the site and soften the appearance of paved industrial areas. Therefore, the Proposed Project would not conflict with applicable zoning, and impacts would be less than significant.

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

Less Than Significant Impact. The Project site currently contains lighting sources from existing buildings nearby and from vehicles from commuters along the roadways. The Proposed Project would create new lighting sources from the office buildings, vehicles, and the fueling stations. However, lighting included in the Proposed Project would comply with the City's Municipal Code under section 8.50.070 and would not adversely affect day or nighttime views. In addition, the Project area does not contain scenic resources that would be affected by the Proposed Project. Therefore, impacts would be less than significant.

4.2 AGRICULTURE & FORESTRY RESOURCES

2.	AGRICULTURE & FOREST RESOURCES. (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
(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 nonagricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Environmental Setting

Agricultural resources include prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and commercial grazing land as defined in the Guidelines for the Farmland Mapping and Monitoring Program, pursuant to Section 65570 of the Government Code, as well as land in a Williamson Act contract.

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor and without intolerable soil erosion (7 U.S.C. 4201(c)(1)(A)).

Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops such as citrus, tree nuts, olives, cranberries, fruits, and vegetables (7 U.S.C. 4201(c)(1)(B)).

Additional farmland of statewide or local importance is land identified by state or local agencies for agricultural use but not of national significance (7 U.S.C. 4201(c)(1)(C)).

The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open-space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act creates an arrangement whereby private landowners' contract with counties and cities to voluntarily restrict their land to agricultural and compatible open space uses.

The Williamson Act is a means to restrict the use of agricultural and open-space lands to farming and ranching uses during the length of the contract period. The Williamson Act Program was also envisioned as a way for local governments to integrate the protection of open space and agricultural resources into their overall strategies for planning urban growth patterns.

4.2.2 Impact Analysis

- a) *Would the 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 nonagricultural use?*

No Impact. The Project site is zoned Manufacturing and is surrounded by industrial/manufacturing uses. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2026a). There are no existing agricultural operations occurring on-site, and none are proposed under the Project. The Proposed Project would not convert local farmland into nonagricultural use, and therefore, no impact would occur.

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

No Impact. The Project site is surrounded by areas zoned for institutional uses (City 2020). There are no areas adjacent to the Proposed Project site that are zoned for agricultural use, and it is not located on land under a Williamson Act contract (DOC 2025). Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

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

No Impact. As mentioned above in Section 4.2.2 a, the Project site is zoned Manufacturing and is surrounded by industrial/manufacturing uses. The City does not have any designated forest lands or timberland. Although open space is present throughout the City, these portions of the City would not be significantly impacted by the Proposed Project. The Proposed Project would not take place within the forest lands. The Proposed Project would be compatible with the existing uses in the surrounding area. Therefore, the Project would not result in an impact associated with forest land or timberland.

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

No Impact. Implementation of the Proposed Project would not result in any change to land use on the Project site. The Proposed Project does not contain forest lands or lands for forest uses. Therefore, the Proposed Project would not result in an impact associated with forest land or the conversion of forest land into non-forest use. Therefore, there would not be a loss of forest land or the conversion of forest land to non-forest use, and no impact would occur.

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

No Impact. The Proposed Project is zoned for Manufacturing and there are no agricultural uses surrounding the site. The Project site is not within an area identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2026a). The Proposed Project involves the construction of city facilities and fueling stations. Therefore, the Proposed Project does not include activities involving conversion of agricultural or forest lands; no impact would occur.

4.3 AIR QUALITY

3.	AIR QUALITY. 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:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(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?	☐	☐	☒	☐

4.3.1 Environmental Setting

An Air Quality Assessment was prepared for the Proposed Project by Ldn Consulting in February 2025 (Appendix A).

The Project site is located in the City in the western portion of Riverside County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the SCAB is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The Project site is located toward the northeast portion of the SCAB near the foot of the San Bernardino Mountains, which define the eastern boundary of the SCAB.

4.3.2 Impact Analysis

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

Less Than Significant Impact. The Proposed Project has been developed to comply with the City's General Plan guidelines. Since the Proposed Project is compatible with the General Plan, and emissions would not exceed the SCAQMD thresholds, the Proposed Project would not conflict with any of the City's applicable plans.

The City uses SCAQMD Air Quality Thresholds to determine whether a project would create potential air quality impacts, which are provided in Table 1 below. The thresholds were developed to align with attainment from both state and federal standards.

Table 1: Screening Threshold for Criteria Pollutant

Pollutant	Total Emissions – Pounds per Day (lb/day)
Construction Emissions	
Respirable Particulate Matter (PM ₁₀ and PM _{2.5})	150 and 55
Nitrogen Oxide (NO _x)	100
Sulfur Oxide (SO _x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs) - Construction	75
Operational Emissions	
Respirable Particulate Matter (PM ₁₀ and PM _{2.5})	150 and 55
Nitrogen Oxide (Nox)	55
Sulfur Oxide (Sox)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Construction Findings

The emissions from construction activities and equipment are identified below which are presented in pounds per day. Based on the emission numbers, and comparing with the screening threshold, the Proposed Project would not result in a significant impact, as it does not exceed the screening threshold.

Table 2: Expected Construction Emissions Summary (lb/day)

	Pollutant Emissions (pounds/day)					
	ROG (reactive organic gases)	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Construction Emissions	12.3	10.5	14.0	0.02	6.89	3.63
City Screening Threshold	75	100	550	150	150	55
Exceeds Screening Threshold	No	No	No	No	No	No

Operational Findings

Project buildout is expected in early 2027, with the first full year of operations in 2028. The expected daily pollutant generation is calculated in CalEEMod 2022.1 and shown for summer and winter scenarios below. Based on the results show, the Proposed Project would have a less than significant impact during operations.

Table 3: Operational Unmitigated – Summer Daily Pollutant Generation

	ROG (reactive organic gases)	Pollutant Emissions (pounds/day)				
		NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Emission Estimates (Lb/Day)	4.73	5.82	56.6	0.15	14	3.62
Area Source Emission Estimates (Lb/Day)	0.98	0.01	1.35	< 0.005	< 0.005	< 0.005
Energy Source Emission Estimates (Lb/Day)	0.01	0.23	0.19	< 0.005	0.02	0.02
Total (Lb/Day)	5.72	6.06	58.1	0.16	14.02	3.64
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Table 4: Operational Unmitigated – Winter Daily Pollutant Generation

	ROG (reactive organic gases)	Pollutant Emissions (pounds/day)				
		NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Source Emission Estimates (Lb/Day)	4.47	6.25	46.3	0.15	14	3.62
Area Source Emission Estimates (Lb/Day)	0.76	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Energy Source Emission Estimates (Lb/Day)	0.01	0.23	0.19	< 0.005	0.02	0.02
Total (Lb/Day)	5.24	6.48	46.5	0.15	14.02	3.64
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

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

Less Than Significant Impact. The Air Quality Report found that the expected construction and emissions generated by the Proposed Project would be less than significant when compared to SCAQMD air quality thresholds. The cumulative impacts or impacts which would be additive between

the Proposed Project and any nearby Project, would not likely increase emissions to a point where SCAQMD thresholds would be exceeded in the general vicinity of the Proposed Project. Since the Proposed Project is compatible with the City's General Plan in addition to emissions not exceeding air quality thresholds, impacts would be less than significant in this regard.

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

Less Than Significant Impact. Construction of the Proposed Project, minimal fugitive dust emissions would be expected during grading, heavy equipment usage, and from construction workers commuting to and from the site. Results of the construction activities would not exceed the thresholds. Furthermore, the Proposed Project emissions were compared to both operational and construction LST, which includes background ambient air quality emissions; this resulted in no impacts expected. Because emissions would not exceed LST thresholds, a less than significant impact would occur at any sensitive receptors surrounding the site.

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

Less Than Significant Impact. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors, such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in an ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

The Proposed Project has the potential to generate on-site odors during construction during short term activities. Impacts associated would be short term in nature, therefore, the impacts would be less than significant. The Proposed Project operations would generate odors from maintenance occurring at the site and at the fueling stations. However, these odors would be dispersed as the Project site would be an open area. Additionally, the Proposed Project would comply with AQMD rules to prevent nuisance odors. The Project site is located adjacent to an existing City wastewater treatment plant, which is a known source of intermittent odors. The Proposed Project is limited to an expansion of the existing City maintenance yard and would not introduce new, substantial odor sources beyond those already present. Typical vehicle yard operations may generate minor odors (e.g. fuel, exhaust), but these are intermittent and would not be cumulatively considerable with intermittent odors from the wastewater treatment plant. Impacts would therefore be less than significant.

4.4 BIOLOGICAL RESOURCES

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

4.4.1 Environmental Setting

Biological resources include habitats and vegetative communities, migratory corridors, plants, wildlife, fisheries, special status species (regulated by a law, regulation, or policy, such as threatened and endangered species), and waters of the United States.

4.4.2 Impact Analysis

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

Less than Significant Impact. The Proposed Project includes the construction of city facilities and fueling stations. The Project site has been previously disturbed and graded and is not located as an area identified to contain critical habitat for threatened and endangered species (USFWS 2026). While

there may be animal species within a one-mile radius from the Project area (Figure 4), the site itself is disturbed with no suitable habitats. Therefore, implementation of the Proposed Project would result in no impact in regard to candidate, sensitive, or special status species.

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

No Impact. The Proposed Project includes the construction of city facilities and fueling stations. The Project site has been previously disturbed and graded and is not located as an area identified to contain riparian habitat or a wetland (USFWS 2026). Therefore, implementation of the Proposed Project would result in no impact in regard to riparian habitat.

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

No Impact. Refer to section 4.4.2 b). The Proposed Project is not located as an area identified to contain a wetland (USFWS 2026). No impact would occur.

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

Less Than Significant Impact. The Project site does not contain native resident or migratory wildlife corridors. The Project site has been previously disturbed and graded, and no trees or vegetation exists at the Project site. The site has been previously and continually disturbed as a staging area and City parking and storage.

The Proposed Project would comply with the Migratory Bird Treaty Act (MBTA), which includes avoiding tree removal during bird nesting season, which is typically from February 1st to August 31st. If nesting season cannot be avoided, standard BMP for nesting season would be implemented, including a preconstruction nesting bird survey to be conducted within the Project area and the selected staging area(s) including a 500-foot buffer, within 7 days prior to the start of construction or staging (including any clearing, grubbing, tree removal, or grading) or according to the survey timing in Project permits. If an active nest is identified, a minimum avoidance buffer around the active nest would be determined and implemented by a qualified biologist to avoid impacts to the active nest. The buffer should be maintained during physical ground-disturbing activities. Once the qualified biologist has determined that nesting has ceased, and the nestlings have fledged and are no longer using the nest, the buffer may be removed. Therefore, the Proposed Project's compliance with the MBTA would ensure a less than significant impact on native resident or migratory wildlife corridors.

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

No Impact. The Project site has been previously disturbed and graded, and no trees are present. The Proposed Project may include ornamental landscaping which would be reviewed and approved by City staff. The selected plant species would be ones that are compatible to the area. Therefore, implementation of the Proposed Project would not result in an impact to trees and not conflict with any existing policy or ordinance related to trees and other vegetation. No impact would occur.

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

Less than Significant Impact. The Project site is not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, Natural Community Conservation Plan, MSHCP Criteria Area, or other approved local, regional, or state habitat conservation plan (WRCRCA 2025). However, Veile Avenue and West 4th Street are identified as secondary covered roads under the MSHCP. Per Section 7.1 Covered Activities of the MSHCP, public and private development that are outside of the criteria area are permitted under the plan subject to consistency with relevant policies. The Proposed Project consists of development on a previously disturbed parcel with no vegetation or habitats, and the Project does not propose significant roadway alterations. Because the Project would not alter Veile Avenue and 4th Street, and the site conditions are significantly disturbed, the Project impacts within covered road right-of-way are considered consistent with and accounted for under the MSHCP. Additionally, as identified in Section 1.4.2 Best Management Practices, and section d above, Project BMPs will be implemented to ensure any potential impacts would be minimized during construction.

Additionally, the northern half of the Project site is designated within the Riverside Conservation Authority (RCA) Survey Area for two plant species, Marvin's onion and many-stemmed dudleya, and one wildlife species, the burrowing owl (RCA 2026). Based on the general history of the site, the Project site has been used as a construction yard since 2024, and the soils are thus likely highly compacted and devoid of native topsoil (Google 2026). Additionally, according to the United States Department of Agriculture (USDA) Web Soil Survey, the soils underlying the Project site are primarily sandy loam, devoid of specific habitat requirements and characteristics (e.g., clay soils, rocky outcrops) for both narrow endemic plant species requiring surveys. Therefore, it is reasonable to assume that the two plant species designated by the RCA would not be found on the Project site, and additional plant surveys are not required.

While the Project site has been heavily disturbed and does not contain any quality habitats for species, to comply with the RCA and MSHCP, a burrowing owl pre-construction survey shall be conducted no earlier than 30 days prior to construction. Additional detail of this survey is outlined as BMP 2 in Section 1.4.2.

Therefore, the Proposed Project would not conflict with any approved plans and a less than significant impact would occur.

4.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

4.5.1 Environmental Setting

A Cultural Resources Study Results letter report was prepared for the Proposed Project by Chambers Group in October 2024 and is located in Appendix B. The report includes a review of available cultural resources records data and literature review for the Project site and study area. The purpose of the review is to gather and analyze information needed to assess the potential for impacts to cultural resources within the Project site.

Due to the recent closure of the Eastern Information Center (EIC) at California State University, Riverside, the Office of Historic Preservation has not yet completed the transition of the EIC records to another information center. Therefore, new record searches for Riverside County were not available and may not be available for many months. In the effort to supplement this study with relevant records search data, Chambers Group utilized records search data, and cultural resources sensitivity mapping developed therein, from the supporting cultural resources assessment conducted in support of the City General Plan Update (Appendix B). The previous records searches in support of the General Plan Update were obtained from the EIC in April and July 2017 and encompassed all properties within the Beaumont city limits, including the current Project site.

4.5.2 Impact Analysis

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

Less Than Significant Impact. The Proposed Project involves the construction of city facilities and fueling stations. The term historical resource includes any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR); any resource included in a local register of historical resources; and any object, building structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Appendix B). The Project site is not identified to be a historic resource, and there are no buildings in the area. Therefore, the Proposed Project would not create an adverse effect to a historic resource.

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

Less Than Significant with Mitigation. Results of the 2017 cultural resources records search indicate that 10 previous cultural resources studies have been conducted within one mile of the Project site (Appendix B). The studies were conducted between 1990 through 2014. None of these studies overlap or intersect with the Project site. This indicates that the Project site has not been previously studied for the presence of cultural resources and indicates that no cultural resources have been reported as present at the Project site. The previous 2017 CHRIS records search indicates that 26 cultural resources have been previously reported within one mile of the Project site, however, none of these resources overlap with the Project site.

According to the Cultural assessment for the City of Beaumont General Plan Update, there are a total of 293 previously recorded cultural resources within the City. The sensitivity mapping indicates that the current Project site is within an area of high sensitivity for cultural resources. Although no cultural resources have been identified at the Project site, background research supported the General Plan Update cultural resources sensitivity mapping that indicated a high level of sensitivity for buried resources in the Project site and surrounding vicinity. Because of the EIC closure and the reliance on previous records search data for this study, the Proposed Project could result in impacts during the initial ground disturbance on intact native soils, which may not have been previously disturbed. The soils shall be monitored for potential resources. Therefore, MM CUL-1 will be implemented to ensure a less than significant impact on such resources.

MM CUL-1: The Applicant shall retain the services of a Qualified Archaeologist, meeting the Secretary of the Interior Standards, for the duration of ground-disturbing construction activity. All construction-related ground disturbing activity that includes cutting into native intact soils shall be monitored by a cultural resources specialist proficient in a construction monitoring setting. The Qualified Archaeologist or cultural resources specialist working under the direction of the Qualified Archaeologist shall provide training to inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the Project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources.

In the event of an inadvertent discovery of potential archaeological resources (artifacts or features) during ground-disturbing activities, construction activities within a 50-foot radius of the discovery shall be halted while the Qualified Archaeologist assesses the find. If the resource is determined to be significant or unique through significance evaluation, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include an archaeological mitigation and monitoring plan, treatment, or data recovery programs. All monitoring or associated plans would be prepared and implemented under the direction of a qualified archaeologist. All required close-out reporting would be completed in accordance with the Office of Historic Preservation's Archaeological Resource Management Reports (ARMR).

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. The Proposed Project includes ground disturbing activities and therefore has the potential to discover human remains. In the event that human remains are discovered during ground-disturbing activities, then the Proposed Project would be subject to California Health and Safety Code 7050.5, CEQA Section 15064.5, and California PRC Section 5097.98. Therefore, implementation of the Proposed Project would result in a less than significant impact to human remains.

HUMAN REMAINS – LEGAL REQUIREMENTS If human remains are discovered during ground-disturbing activities, then the Project would be subject to California Health and Safety Code 7050.5, CEQA Section 15064.5, and California PRC Section 5097.98. If human remains are found during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human

remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the County Coroner shall notify the NAHC, which shall notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

4.6 ENERGY

6.	ENERGY Would the project:	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

4.6.1 Impact Analysis

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

Less Than Significant Impact. The Proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity and natural gas, and petroleum-based fuel supplies and distribution systems.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT).

Construction Energy

The Proposed Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g. hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

During construction the Proposed Project would consume electricity to construct the Proposed Project. Electricity would be supplied to the Project site from the existing electrical lines in the vicinity of the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline-powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the Project site, it is anticipated that only nominal improvements would be required to connect to the Project site. Compliance with City's guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with the construction of the project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project site and on-road automobiles transporting workers to and from the Project site, and on-road trucks transporting equipment and supplies to the Project site. The construction-related petroleum use would be nominal when compared to current county-wide petroleum usage rates.

Construction activities associated with the Proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Proposed Project would not result in the

wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Proposed Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The ongoing operation of the Proposed Project would require the use of energy resources for multiple purposes, including but not limited to heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

The operation of the Proposed Project would result in consumption of electricity at the Project site. As detailed above in Section 8.3 the Proposed Project would consume 622,779 kilowatt-hours per year of electricity. This equates to .003 percent of the electricity consumed annually in the County of Riverside according to the California Energy Commission.

It should be noted that the Proposed Project would comply with all federal, State, and City requirements related to the consumption of electricity, including CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11 *California Green Building Standards*. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structure, including enhanced insulation, use of energy efficient lighting and appliances, water and space heating systems, as well as requiring a variety of other energy-efficiency measures to be incorporated into the Proposed Project. Therefore, it is anticipated that the Proposed Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies will be sufficient to support the Proposed Project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity, and no mitigation measures would be required.

Operations-Related Natural Gas

The operation of the Proposed Project would result in increased consumption of natural gas at the Project site. The Proposed Project would consume 855,186 kilo British Thermal Units (kBtu) per year of natural gas. This equates to 0.001 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal when compared to current natural gas usage rates in the County.

It should be noted that the Proposed Project would comply with all federal, State, and City requirements related to the consumption of natural gas, including CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11 *California Green Building Standards*. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the Proposed Project, including enhanced insulation as well as the use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated that the Proposed Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies will be sufficient to support the Proposed Project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

Operations-Related Vehicular Petroleum Fuel Usage

The Proposed Project would comply with all federal, State, and City requirements related to the consumption of transportation energy, which includes California Code of Regulations Title 24, Part 10 *California Green Building Standards*. Therefore, it is anticipated that the Proposed Project will be designed and built to minimize transportation energy through the promotion of the use of alternative fueled vehicles, and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Proposed Project's demand. Thus, impacts with regard to transportation energy supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

In conclusion, the Proposed Project would comply with regulatory compliance measures outlined by the State and City related to air quality, energy, and GHGs. Additionally, the Proposed Project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

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

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Several plans and policies have been adopted to reduce GHG emissions that would also have the effect on reducing energy, such as the 2017 Climate Change Scoping Plan, and the latest RTP for the region. The Proposed Project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would receive electricity from existing utilities, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years. Therefore, the project is consistent with plans that would have the effect of reducing energy use. Impacts would be less than significant.

4.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	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?	☐	☒	☐	☐

4.7.1 Environmental Setting

The California Geological Survey (CGS) provides technical information and advice about landslides, erosion, sedimentation, and other geologic hazards to the agencies that administer land-use decisions in California. Surface rupture is the breakage of ground along the surface trace of a fault caused by the intersection of the fault surface area ruptured in an earthquake. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state during strong ground-shaking. A seismically induced landslide is a general term for falling, sliding, or flowing mass of soil, rocks, water, and debris caused by an earthquake. Erosion is the displacement of soil by moving water and wind.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting on structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes,

commercial buildings, and other structures. The main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.

4.7.2 Impact Analysis

- a) i) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The Project site is located in the seismically active region of Southern California and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults throughout the region. However, the Project site is not located within the Alquist-Priolo Earthquake Fault Zone (DOC 2026b). The Proposed Project would not result in risk of loss, injury, or death involving the rupture of a known earthquake fault. No impacts would occur as a result of the Proposed Project.

- ii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Less Than Significant Impact. As discussed in Section 4.7.2(a)(i) above, the Proposed Project is located in the seismically active region of Southern California and has the potential of ground shaking hazards associated with earthquake events on active faults throughout the region. The Proposed Project site is not located within the Alquist-Priolo Earthquake Fault Zone (DOC 2026b). The Proposed Project consists of constructing city facilities and fueling stations. Implementation of the Proposed Project would not directly or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, the impacts would be less than significant.

- iii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction can occur when soils lose cohesion and their ability to support structures when subjected to strong ground motion. The Project site is not located in an area identified as a generalized liquefaction susceptibility zone on the State of California Seismic Hazard Zones Map (DOC 2026b). The Proposed Project would not directly or indirectly cause potential substantial adverse effects regarding liquefaction, and no impact would occur.

- iv) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

No Impact. The Proposed Project is not located within an area identified as a Landslide Hazard Zone on the State of California Seismic Hazard Zones Map containing the Project site (DOC 2026b). The Proposed Project would not result in the risk of loss, injury, or death involving landslides, and no impact would occur.

- b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant impact. The Project site is undeveloped and graded, meaning the Proposed Project would require minimal grading. In addition, the flat nature of the Project site limits susceptibility to erosion. Due to the pre-grading of the Project site and the limited amount of ground disturbing activities associated with the Proposed Project, the potential for soil erosion or loss of topsoil would be minimal and not substantial; therefore, implementation of the Proposed Project would result in less than significant impacts associated with soil erosion or loss of topsoil.

- c) *Would the 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?*

Less Than Significant Impact. The Proposed Project is located within a seismically active region of Southern California; however, the Project site is not located within an area prone to liquefaction (DOC 2026b). Additionally, the Project has been previously graded and disturbed. Planning and construction activities would result in a less than significant impact associated with off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

- d) *Would the 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?*

Less Than Significant Impact. The Proposed Project would be designed and constructed in accordance with the recommendations in the geotechnical investigation, the latest version of the California Building Code, the Uniform Building Code, and all other applicable federal, State, and local codes. The Proposed Project would therefore not create a substantial risk to life or property and compliance with the recommendations in the reports and with existing regulations would ensure that impacts would be less than significant.

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

No Impact. The Proposed Project relies on existing sewer infrastructure to accommodate wastewater disposal requirements. Therefore, implementation of the Proposed Project would not result in an impact associated with soils incapable of supporting septic systems.

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

Less Than Significant Impact with Mitigation Incorporated. The Proposed Project includes soil disturbance, therefore undocumented resources have the potential to be discovered in or near the Project site. Due to the demonstrated overall sensitivity of the area (Appendix B), mitigation measures

MM PAL-1 are included to reduce potential impacts. These mitigation measures are intended to reduce impacts associated with the soil disturbance. Impacts would be less than significant.

MM PAL-1: The Applicant shall be required to obtain the services of a Qualified Paleontologist to remain on-call for the duration of the ground-disturbing construction activity. If requested by the City, a paleontological mitigation plan (PMP) outlining procedures for paleontological monitoring and/or data recovery shall be prepared for the Project and submitted to the City for review and approval. The development and implementation of the PMP shall include, but not be limited to, additional research and further assessment of paleontological sensitivity in the Project site, consultations with the Applicant's engineering geologist, as well as a requirement that the curation of all specimens recovered under any scenario shall be through an appropriate repository agreed upon by the City. The PMP shall also include developing a multilevel ranking system, or Potential Fossil Yield Classification (PFYC), as a tool to demonstrate the potential yield of fossils within a given stratigraphic unit. The PMP shall outline the monitoring and salvage protocols to address paleontological resources encountered during Project-related ground-disturbing activities, as well as the appropriate recording, collection, processing, curation, and reporting protocols to appropriately address any monitoring conducted or resources discovered.

4.8 GREENHOUSE GAS EMISSIONS

8.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Environmental Setting

A Global Climate Change was prepared for the Proposed Project by Ldn Consulting in February 2025 to analyze the greenhouse gas (GHG) emissions of the Project. The complete report is located in Appendix C. The City does not have specific GHG reduction strategies; it is reasonable to use the County of Riverside's CEQA screening thresholds of 3,000 MT CO₂e (metric tones of carbon dioxide equivalent) per year to establish impact significance.

4.8.2 Impact Analysis

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

Less Than Significant Impact. The Proposed Project is estimated to generate up to 281.3 MT CO₂e during construction, assuming a worst-case scenario where all construction occurs within one year (assumed to be 2027). As such, proposed construction would remain well below the County's 3,000

MT CO₂e screening threshold. Operational emissions were calculated to be 2,017.23 MT CO₂e annually, which would also be below the threshold.

As a result, the project would generate a less than significant direct and indirect impact under CEQA, and the Project would not require further analysis or mitigation.

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

Less Than Significant Impact. The Proposed Project will emit GHGs directly through the burning of carbon-based fuels such as gasoline and natural gas, as well as indirectly through the usage of electricity, water, and from the anaerobic bacterial breakdown of organic solid waste. The Project would produce 2,017.23 MT CO₂e annually per year. The Project's contributions to the cumulative environment are small and would be considered to have a less than significant impact on the cumulative greenhouse gas inventory. Therefore, the project would not require further analysis or mitigation to comply.

It should be noted that the Project will also install hydrogen gas fueling stations and CNG pumps, which would be utilized by City-owned vehicles. Since the analysis assumes all typical trucks and vehicles using gasoline or diesel, the analysis provided would be the worst case. Replacing standard vehicles with CNG, Hydrogen, or Electric would further reduce GHG emissions below 2,017.23 MT CO₂e annually. The contributions to the cumulative environment are small and would be considered to have a less than significant impact on the cumulative greenhouse gas inventory. Therefore, the project would not require further analysis or mitigation to comply.

4.9 HAZARDS AND HAZARDOUS MATERIALS

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
(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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

4.9.1 Environmental Setting

The Proposed Project and Project site were analyzed to determine the potential for hazards or hazardous materials to occur on-site. Background research included an evaluation of the Geotracker and Envirostor websites, operated by the SWRCB and the DTSC, respectively.

4.9.2 Impact Analysis

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

Less Than Significant Impact. The Proposed Project consists of the construction of City facilities and fueling stations. Construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuels, oils, solvents, paint, fertilizers, pesticides, and other similar materials. Operations would include standard maintenance such as landscape upkeep and exterior painting, which would involve the use of commercially available products such as pesticides, herbicides, gas, oil, and paint, which would not create a significant hazard to the public. All materials required during construction would be kept in compliance with State and local regulations and Best Management Practices (BMPs).

Therefore, the Proposed Project would result in a less than significant impact in regard to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

Less Than Significant Impact. The Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Once operational, the Proposed Project would require the use and transport of fuels. Construction and operational activities would comply with all

applicable regulations governing such activities. Therefore, implementation of the Proposed Project would result in a less than significant impact regarding creating a significant hazard to the public.

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

No Impact. The Proposed Project consists of the construction of city facilities and fueling stations. The closest school to the Project site is Highland Academy Charter School and is located 0.6 miles northeast of the Proposed Project (Google 2026). The Proposed Project would not produce hazardous emissions or handle hazardous substances within one-quarter mile of an existing or proposed school. No impact would occur.

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

No Impact. The following databases compiled pursuant to Government Code Section 65962.5 were checked for known hazardous materials contamination at the Project site:

- GeoTracker (SWRCB): list of leaking underground storage tank sites
- EnviroStor (California DTSC): list of hazardous waste and substances sites

The Proposed Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65862.5 (DTSC 2026; SWRCB 2026). The Project site is currently vacant and zoned as Manufacturing. The Proposed Project includes the construction of city facilities and fueling stations. Once operational, no hazardous materials will be transported to and from the site or used for the Proposed Project. Because the Project site will not be located or adjacent to a hazardous materials site, its construction or operation would not result in a significant hazard to the public or environment. No impact would occur.

- e) *For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 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?*

No Impact. The Proposed Project is located more than 6 miles from the Banning Municipal Airport (Google 2026). The Project site is more than 2 miles from a public airport, airport land use plan, or a private airstrip, therefore there would be no impact associated with an airport.

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

No Impact. The Proposed Project would be designed to provide unobstructed access and would comply with the County of Riverside Emergency Operations Plan (County 2024). Emergency access would be ensured, and the Proposed Project would not interfere with adopted emergency response or evacuation plans. Therefore, no impact would occur.

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

No Impact. The Project site is not located within a High or Very High Fire Hazard Severity Zone (CalFire 2026). Additionally, the Proposed Project would comply with the latest Uniform Fire Code

requirements and all applicable statutes, codes, ordinances, and standards of the Riverside County Fire Department. Therefore, no impact would occur in regard to exposing people or structure to a significant risk of loss, injury, or death involving wildland fires.

4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Impact Analysis

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

Less Than Significant Impact. The Project site is located within the Potrero Creek sub watershed, within the Santa Ana River watershed, outside of the flood hazard area within the Federal Emergency Management Agency (FEMA) 100-year flood zone (FEMA 2026). The Project site is located within the Santa Ana RWQCB. The RWQCB's most recent update to the Santa Ana Basin Plan was adopted in April 2025.

Construction of the Proposed Project would involve demolition, grading, paving, utility installation, installation of the buildings and underground fuel tanks, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality.

The Proposed Project would increase the amount of impervious surface in the area by approximately 5.19 acres. Pursuant to the requirements of the Santa Ana RWQCB, the Applicant would be required to obtain an NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Proposed Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin. Compliance with the NPDES permit and the Santa Ana River Basin plan involves the preparation and implementation of a SWPPP. The SWPPP is required to specify the BMPs that the Proposed Project would implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Compliance with the SWPPP would ensure that the Proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, adherence to the SWPPP, construction impacts would be less than significant.

To ensure that water quality standards are upheld during operation of the Proposed Project, the Project incorporates site-specific hydrologic design features, including bioretention areas, catch basins, and storm drain infrastructure to manage and treat on-site runoff. Runoff would be collected in catch basins located along the western and northern portions of the site and conveyed into bioretention areas, where runoff would be filtered and allowed to percolate back into underground aquifers. The Proposed Project would also implement a Landscaping Plan, which includes approximately 39,000 square feet of vegetation (including within bioretention areas) to promote runoff retention and filtration. Through implementation of the hydrologic engineering designs and landscaping plan, impacts to water quality and water discharge would be minimized. Therefore, operational impacts would be less than significant.

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

Less Than Significant Impact. The Proposed Project would construct City facilities and fueling stations. Although a nominal amount of water may be used during construction, these activities would be minimal and temporary in nature and would not substantially impact groundwater supplies. The Project site would be served with water from the existing municipal water system. The proposed construction and operational activities do not include the installation and use of wells or other groundwater extraction activities. Therefore, the Project would not extract groundwater which would decrease groundwater supplies.

Construction of the Proposed Project would introduce additional impervious surfaces to the site, which could affect the amount of percolation into the aquifers. The Proposed Project would not obstruct or prevent the implementation of any groundwater management plans in the area as the Project site is not a designated recharge area. Additionally, any onsite runoff would be collected within two catch basins located along the western and northern perimeter. Water collected in the retention basins would disperse into the bioretention systems on the southwestern and northern perimeter of the Project site that would allow percolation back into the underground aquifers to minimize any depletion of groundwater supplies. Further, as mentioned above, the Proposed Project would implement a Landscaping Plan that includes approximately 39,000 square feet of vegetation to further promote runoff percolation back to underground aquifers. The Proposed Project's increase

impervious areas would not result in substantially reducing the amount of potential groundwater and therefore, impacts would be less than significant.

- c) i) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site;*

Less Than Significant Impact. The Proposed Project would construct City facilities and fueling stations. Potential erosion or siltation may occur related to construction activities that include runoff of loose soils. The Proposed Project is designed to implement all facilities consistent with the City's Master Plan of Drainage, thereby reducing potential impacts related to increased quantities of storm flows or surface runoff. As discussed above, the Proposed Project is not located within a 100-year floodplain (FEMA 2026), nor is it located near a stream or river. The site is not included within inundation areas identified for regional dams and levees. The Proposed Project is consistent with established building code regulation, standard design, and construction. Additionally, it would not change the overall direction of runoff in the area; as mentioned above, the Proposed Project would include catch basins within two bioretention systems, which would allow for runoff water to collect and percolate back into underground aquifers rather than causing erosion on the surface. The Proposed Project would also implement a Landscaping Plan that would stabilize soils and reduce surface runoff velocity, thereby minimizing potential for erosion and sediment transport on- or off-site. Therefore, impacts therefore would be less than significant.

- ii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

Less Than Significant Impact. The Proposed Project would construct City facilities and fueling station on an undeveloped, disturbed parcel. The Proposed Project would alter the drainage pattern of the site by changing the land and constructing impervious surfaces to the area. As previously discussed, the Proposed Project does not contain any water bodies. The design of the Proposed Project will include stormwater conveyance features to manage runoff. Specifically, the Project would develop two bioretention systems that each feature one catch basin, allowing for runoff water to collect locally and percolate back into underground aquifers, thus reducing the risk of flooding on and off-site. As described above, the Proposed Project would also implement a Landscaping Plan that would help slow and disperse runoff, reducing localized runoff pooling. As required under the SWPPP and NPDES permit, and under the Beaumont Municipal Code, the Proposed Project would include erosion and siltation management to reduce erosion. Additional BMPs that would be implemented include but are not limited to site inspections, spill response, maintenance of drainage systems, and vehicle and equipment washing. Therefore, impacts would be less than significant.

- iii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or*

Less Than Significant Impact. As previously discussed, the construction and operation of the Proposed Project would increase the impervious surfaces on the site and therefore increase runoff. The construction and operation of the site would include implementation of erosion control systems and BMPs to address runoff. The Proposed Project will require review and approval by City staff and utilities to ensure the existing drainage has the capacity to accommodate the Proposed Project. Because the area is currently being served by City utilities, impacts would be less than significant.

- iv) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

No Impact. The Project site is located outside of any flood hazard areas within the FEMA Flood Map (FEMA 2026). Additionally, there are no streams or rivers within proximity to the Project site. Although the Proposed Project would increase the overall area of impervious surface in the City of Beaumont, it would implement hydrologic engineering designs such as catch basins and bioretention systems to allow for on-site water catching and percolation, reducing flood risk. Therefore, construction and operation of the Proposed Project would not redirect flood flows.

- d) *Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No Impact. The Project is outside of any FEMA-identified 100-year flood zones (FEMA 2026). Additionally, the Proposed Project is located inland and away from any open water source or flood control dam that could result in a seiche, tsunami, or mudflow. The Proposed Project would not cause or expose people and structures to inundation by seiche, tsunami, or mudflow. No impact would occur.

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

Less Than Significant Impact. The Proposed Project would not obstruct with the implementation of a water quality control plan or groundwater management plan. The Project site is located in the Upper Santa Ana Valley Groundwater Basin, which is designated by the Sustainable Groundwater Management Act (SGMA) as “Very Low” priority (SGMA 2026). The Proposed Project would be required to comply with applicable regulations to address potential water impacts, ranging from construction and operational BMPs. The Project site is not a designated groundwater recharge area, and the proposed activities would not affect any groundwater management plan. Therefore, impacts would be less than significant.

4.11 LAND USE AND PLANNING

11.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	☒

4.11.1 Impact Analysis

a) Would the project physically divide an established community?

No Impact. The Proposed Project will be located on a site that is currently a vacant lot. The Project site is zoned as Manufacturing and its land use designation is Industrial. The new use of the site as city facilities and fuel stations would not result in a significant barrier in the community that would divide the established surrounding community; therefore, implementation of the Proposed Project would result in no impact.

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

No Impact. As described above, the Proposed Project is located within an area designated by the General Plan as Industrial, which permits a range of industrial uses, including “stand-alone” industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks (City 2020). Therefore, implementation of the Proposed Project would not result in an impact associated with an applicable land use plan, policy, or regulation.

4.12 MINERAL RESOURCES

12.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

4.12.1 Environmental Setting

Mineral resources are commercially viable mineral or aggregate deposits, such as sand, gravel, and other construction aggregate. The CGS provides objective geologic expertise and information about California’s diverse nonfuel mineral resources. Maps, reports, and other data products developed by the staff assist governmental agencies, mining companies, consultants, and the public in recognizing, developing, and protecting important mineral resources. The DOC protects mineral resources to ensure adequate supplies

for future production. The California Surface Mining and Reclamation Act of 1975 (SMARA) was developed to encourage production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety.

4.12.2 Impact Analysis

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

No Impact. The General Plan states that there have been no significant amounts of mineral deposits in the City and there are no delineated sites or locations of mineral resources within the City or sphere boundaries (City 2020). Implementation of the Proposed Project would not result in the loss of availability of any known mineral resource that would be of value to the region. Thus, no impacts would occur.

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

No Impact. As noted above, The General Plan states that there have been no significant amounts of mineral deposits in the City, and there are no delineated sites or locations of mineral resources within the City or sphere boundaries (City 2020). Therefore, the Proposed Project would not result in the loss of availability of a locally important mineral resource and no impact would occur.

4.13 **NOISE**

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(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?	☐	☐	☐	☒

4.13.1 Environmental Setting

A Noise Assessment was prepared for the Proposed Project by Ldn Consulting in February 2025 and is located in Appendix D. The noise study has been completed to determine the noise impacts of the Proposed Project and includes construction noise, off-site transportation noise, and operational noise. Noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Association (FTA) and Federal Highway Association (FHWA). Noise is assessed in dBA Leq; this unit is appropriate because Leq can be used to describe noise level from operation of each piece of

equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

4.13.2 Impact Analysis

- a) *Would the project result in 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?*

Less Than Significant Impact. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour average weighted measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM) and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is very similar to 24-hour average measure that weights only the nighttime hours. The equivalent continuous noise level, Leq, is a level of steady state sound that in a stated time period and a stated location, has the same A-weighted sound energy as the time-varying sound.

Construction Noise

Construction noise is regulated within Section 9.02.110(F) of the City Municipal Code. Accordingly, the Proposed Project would result in a significant impact if:

- Project construction occurs outside the hours of 6:00 AM and 6:00 PM during the months of June through September; or,
- Project construction occurs outside the hours of 7:00 AM and 6:00 PM during the months of October through May; or,
- Project construction noise exceeds 55 dBA at the interior of an occupied residence or school for any 15-minute period.

The FTA threshold for 80 dBA (8-hour Leq) for residential uses is used as a conservative standard for evaluating construction noise impacts. Based on the measurements, construction noise levels will comply with the FTA’s standard at the property lines and would not exceed the FTA threshold. Additionally, Project construction noise levels are considered exempt if activities do not occur within the hours specified in the City of Beaumont Municipal Code, Section 9.02.030 of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May unless approval is obtained from the City Building Official or City Engineer.

Transportation Noise

A significant off-site traffic noise impact would occur if the project resulted in or created a significant increase in the existing ambient noise levels. Studies have shown that the average human ear can barely perceive a change in sound level of 3 dBA. A change of at least 5 dBA is considered a readily perceivable change in a normal environment. A 10 dBA increase is subjectively heard as a doubling in loudness and

would cause a community response. Based on these concepts of noise level increase and perception, if noise levels were to result in greater than a 3 dBA increase, then the impact would be considered significant.

The project will not create a direct impact of more than 3 dBA CNEL on any roadway segment and no cumulative noise increases of 3 dBA CNEL or more were found. Therefore, the Proposed Project's direct and cumulative contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise-sensitive land uses.

Operational Noise

Based upon the property line noise levels determined above, none of the proposed noise sources directly or cumulatively exceeds the daytime property line standards at the nearest residential property line to the east. Although the Project site would not be operating during the nighttime hours, the project would also comply with the City's nighttime threshold of 45 dBA at the nearest residential uses. Additionally, noise levels at the adjacent commercial and industrial uses are expected to be below 62 dBA and would easily meet the City's 75 dBA daytime property line threshold. Therefore, the proposed development's related operational noise levels will comply with the noise standards at the adjacent properties and the nearest residential uses. No impacts are anticipated, and no mitigation is required.

Additionally, the City of Beaumont Municipal Code also specifically exempts noise generated by the maintenance and repair of public properties by a governmental agency and other public/governmental services or operations including, but not limited to, trains and railway, or airplanes and helicopter machinery, equipment, or vehicles. Impacts during construction and operation would therefore be less than significant.

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

Less Than Significant Impact. Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibels.

The City has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Transportation and Construction Vibration Guidance Manual (Caltrans 2020). Accordingly, the Proposed Project would result in a significant impact if:

- Groundborne vibration levels generated by the Proposed Project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
 - 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments
 - 0.10 in/sec at fragile buildings
 - 0.25 in/sec at historic and some old buildings
 - 0.30 in/sec at older residential structures
 - 0.50 in/sec at new residential structures and modern industrial/commercial buildings.

- Groundborne vibration levels generated by the Proposed Project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 in/sec.

The Proposed Project involves the use of typical construction equipment such as excavators, dump trucks, backhoes, laser-graders, compactors, and concrete trucks. These types of equipment are common in construction projects and are not typically associated with excessive groundborne vibration. All construction equipment would be properly fitted with mufflers and staging and maintenance would be conducted away from residences (Appendix D). Therefore, the Proposed Project would comply with noise standards and is not expected to generate vibration or noise levels. Impacts would be less than significant.

- 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?*

No Impact. The Proposed Project is not located within the vicinity of a private airstrip or within two miles of a public airport. Therefore, it would not expose people residing or working at the Project site to excessive noise levels and no impact would occur.

4.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Environmental Setting

A project would have a significant adverse impact if it would induce substantial population growth in an area, either directly by proposing new homes and businesses, or indirectly through the extension of roads or other infrastructure; displace housing units, causing the construction of replacement housing somewhere else; or displace people, causing the construction of replacement housing somewhere else.

Impact Analysis

- a) *Would the 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)?*

No Impact. The Proposed Project consists of the construction of city facilities and fueling stations. The Proposed Project would not induce substantial unplanned population growth in the area, as the city facilities and fueling stations would be used by existing city staff and residents. The Proposed Project

does not include the addition of extended roads or other infrastructure. Therefore, implementation of the Proposed Project would result in no impact with regard to unplanned population.

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

No Impact. The Proposed Project consists of the construction of city facilities and fueling stations on a vacant parcel. The Proposed Project would not displace substantial numbers of existing people or housing. No impact would occur in this regard.

4.15 PUBLIC SERVICES

15.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the 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:				
	i) Fire Protection?	☐	☐	☒	☐
	ii) Police Protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☐	☒
	iv) Parks?	☐	☐	☐	☒
	v) Other public facilities?	☐	☐	☐	☒

4.15.1 Environmental Setting

Public services include fire, police, schools, parks, and libraries. A project would impact a public service if it would result in an increased demand for that service or if the project would result in a hindrance to that service.

4.15.2 Impact Analysis

- a) i) *Would the 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 fire protection?*

Less Than Significant Impact. The Proposed Project would be served by the Riverside County Fire Department. The closest fire station to the Project site is located approximately 1 mile northeast. The Project site is undeveloped, and construction of the Proposed Project would increase demand for fire protection to the area. The Proposed Project is not located within a Very High Fire Severity Zone (FHSZ) and therefore would not be exposed to increased risk of wildfire (CAL FIRE 2026). However, approximately 50 percent of the property is within a Moderate FHSZ, and approximately

2.5 percent of the property is within a High FHSZ (CAL FIRE 2026) The Proposed Project shall comply with all fire code requirements and require review by existing utilities to ensure adequate service and access. Impacts, therefore, would be less than significant.

- ii) *Would the 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 police protection?*

Less Than Significant Impact. The Project site would be served by the Beaumont Police Department. The closest police station to the Project site is located approximately 1 mile northeast. The Proposed Project would construct city facilities and fueling stations and would not result in an increase in population in the area. However, the operations would incrementally increase the demand for police services. The increased service would not cause substantially delayed response times. The Project site would be accessible in the event that services are needed. Impacts would be less than significant.

- iii) *Would the 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 schools?*

No Impact. The Proposed Project would construct city facilities and fueling stations and would not result in new or physically altered government facilities or the need for new government facilities. The closest school to the Project site is Highland Academy Charter School, which is located approximately 0.6 miles north. Implementation of the Proposed Project would not create significant impacts with regard to maintaining acceptable service ratios, response times, or other performance objectives for schools.

- iv) *Would the 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 parks?*

No Impact. The Proposed Project would construct city facilities and fueling stations and would not result in new or physically altered government facilities or the need for new government facilities. The closest park to the Project site is Rangel Park, located approximately 0.25 miles northeast of the Project site. Implementation of the Proposed Project would not create significant impacts with regard to maintaining acceptable service ratios, response times, or other performance objectives for parks.

- vi) *Would the 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 other public facilities?*

No Impact. The Proposed Project would construct city facilities and fueling stations and would not result in new or physically altered government facilities or the need for new government facilities. No impact would occur to other public facilities.

4.16 RECREATION

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

4.16.1 Environmental Setting

Recreational facilities include active and passive facilities. Active recreational facilities include parks, tennis and basketball courts, pools, golf courses, and various other facilities. Passive recreational facilities include plazas and other public places.

A project would result in a significant impact on recreational facilities if: it would increase the use of existing parks and facilities such that substantial physical deterioration of the facility would occur or be accelerated, or if the project included recreational facilities or required construction that might have an adverse physical effect on the environment.

4.16.2 Impact Analysis

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

No Impact. The Proposed Project includes the construction of city facilities and fueling stations. The Proposed Project would not increase population that would increase the use of existing neighborhood or regional parks, or other recreational facilities. Rangel Park is the closest park to the Project site and is located approximately 0.25 miles northeast. Therefore, the Proposed Project would result in no impact with regard to increasing the use of existing neighborhood and regional parks.

- 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?*

No Impact. The Proposed Project includes the construction of city facilities and fueling stations. The Proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

4.17 TRANSPORTATION

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

A Trip Generation Memorandum (Traffic Memo), Vehicle Miles Traveled (VMT) Screening Memorandum (VMT Memo), and Sight Distance Analysis and Swept Path Memo were prepared for the Proposed Project by General Technologies and Solutions (GTS) in February and March, 2026, using the Traffic Impact Analysis Guidelines for the City of Beaumont (Appendix E). The complete analysis for the Traffic Analysis Screening Memorandum, VMT Screening Memorandum, and Sight Distance Analysis and Swept Path Memo are provided in Appendices E, F, and G, respectively.

4.17.1 Impact Analysis

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?*

Less Than Significant Impact. The Proposed Project would develop a City Yard that would be utilized by existing City departments and would not increase the number of staff or induce local population growth. As such, implementation of the Proposed Project would not generate a significant number of new trips. Although a minor increase in traffic would occur during construction, the Proposed Project is not expected to change the overall current traffic levels during operation.

The Traffic Impact Analysis Guidelines for the City of Beaumont states that a level of service (LOS) analysis must be conducted if a project would add 100 or more peak hour trips. As discussed in the Traffic Memo, the Project was evaluated for daily trips under Gross Floor Area (GFA) and number of employees. For the former, the Project is anticipated to generate approximately 266 daily trips with a total of 39 trips during the peak AM hour and 23 trips during the peak PM hour (Appendix E). For the latter, the Project is anticipated to generate approximately 660 daily trips with a total of 96 trips during the peak AM hour and 67 trips during the peak PM hour (Appendix E). Since the project is

expected to generate less than 100 trips per each peak hour, a traffic analysis shall not be required based on the City of Beaumont Traffic Impact Analysis Guidelines.

The Project site is served by existing public transit facilities along 4th St and Veile Ave. The Proposed Project would not involve construction or operational activities that would affect public transit. While the site would include fueling stations, these stations would not interrupt public transit along the roadways. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

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

Less Than Significant Impact. The VMT Screening Memorandum included a Vehicle Miles Traveled (VMT) analysis to evaluate the Project's consistency (or inconsistency) with Senate Bill 743 (SB 743). The OPR Technical Advisory provides project screening criteria and guidance for analysis of VMT assessments under SB 743. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled, which took effect July 1, 2020, as required in CEQA section 15064.3.

The City of Beaumont developed and adopted the City of Beaumont Traffic Impact Analysis Guidelines for evaluating VMT include screening criteria, which enables a variety of projects that would result in a less than significant transportation impact to be screened out of more extensive VMT analyses. The conditions to be screened out may be based on proximity to transit, trip-generating potential, or project type.

Based on the latest version of the City's Traffic Impact Analysis Screening Guidelines, certain land uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. Because the Project would serve the City by providing fueling and charging facilities, among other administrative and storage uses, the Project would fall in this category. In addition, the Project site plan features a 9,982 sq. ft. Administrative Building, and an 11,250 sq. ft. Fleet Garage, both of which are within the development potentials that can be screened per the City's guidelines (10,000 sq. ft. for office and 15,000 sq. ft. for light industrial). Therefore, based on the VMT screening analysis in Appendix F, the Proposed Project is determined to have a less than significant transportation impact concerning VMT. The Proposed Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Proposed Project will not substantially increase hazards due to design features.

A Sight Distance Analysis and Swept Path Memo was prepared for the Project to ensure that the proposed development would be safe and functional for the vehicles that will utilize the site. Sight Distance Analysis was evaluated for all driveways with egress points by using sight stopping distance (SSD), which is the minimum distance required by a vehicle traveling at or near the design speed of a roadway to stop before reaching an object in its travel path. The results of the study indicated that the SSD is achieved within the designated driveways (Appendix G). Furthermore, implementation of

red curbing along the west side of Viele Ave as a design feature would ensure that the Project meets the sight distance requirements.

The Swept Path Analysis utilized AutoTURN software to simulate the physical path a vehicle takes when turning, also known as a clearance check. The AutoTURN results generated six areas of concern regarding the internal site circulation and access driveways (Appendix G). The Proposed Project would coordinate with the fire department to ensure that the site would have adequate access. These design features could involve increased curb radii, truck aprons, expanded widths, recessed gates, or striping and pavement marking modifications.

The Proposed Project would include new driveways entering the fueling station and City office buildings. The designs of the driveways would be subject to review by City staff and engineers, including the County Fire Department, to ensure adequate turn lanes, circulation and driveways. Therefore, impacts would be less than significant.

d) *Would the project result in inadequate emergency access?*

Less Than Significant Impact. The Proposed Project would not impede emergency access during temporary construction activities because work and equipment staging would not be adjacent to a roadway. During operations, the operation of the Proposed Project would not interfere with emergency access to and from the site, nor the surrounding neighborhoods. Therefore, impacts would be less than significant.

4.18 TRIBAL CULTURAL RESOURCES

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

4.18.1 Impact Analysis

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

Less Than Significant Impact.

- b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less Than Significant Impact with Mitigation Incorporated. Assembly Bill 52 requires public agencies to consult with tribes that may have a traditional affiliation to a project area to gather information on a site's sensitivity and identify if any mitigation measures would be required to preserve discovered or undiscovered tribal cultural resources. The City sent letters to their list of tribes to conduct consultation in December 2024. The City received responses from the Pala Band of Mission Indians, Rincon Band of Luiseño Indians, ("Rincon Band" or "Band"), Agua Caliente Band of Cahuilla Indians, Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians), and Morongo Band of Mission Indians (MBMI). MBMI had requested consultation on the Proposed Project. Based on the provided information of the Proposed Project, the following mitigation measures have been requested to be included.

MM TCR-1: Native American Treatment Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the project. The Tribal Monitor(s) shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources and/or tribal cultural resources.

MM TCR-2: Retention of Archaeologist. Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the

Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM TCR-3: Cultural Resource Management Plan. Prior to any ground-disturbing activities the project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the project schedule.

MM TCR-4: Pre-Grade Meeting. The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

MM TCR-5: On-site Monitoring. During all ground-disturbing activities the qualified archaeologist and the Tribal Monitor(s) shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Tribal Monitor(s), shall be responsible for determining the duration and frequency of monitoring.

MM TCR-6: Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Tribal Monitor(s) shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural

Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

- A. Full avoidance.
- B. If avoidance is not feasible, Preservation in place.
- C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
- D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (36 CFR 79)

MM TCR-7: Inadvertent Discovery of Human Remains. The following specific conditions shall be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].

- a. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected by the establishment of an ESA with a marked boundary. Project personnel/observers will be restricted from entry into the ESA. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.
- b. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.
- c. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98
- d. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further

disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

MM TCR-8: FINAL REPORT: The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the appropriate Information Center (IC), and the Consulting Tribe[s].

4.19 UTILITIES AND SERVICE SYSTEMS

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

4.19.1 Impact Analysis

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

Less Than Significant Impact. The Proposed Project would construct city facilities and fueling stations. The Proposed Project does not propose any new land uses that would result in the construction of new or expanded water, wastewater treatment, electric, telecom, or natural gas facilities. Water for the Proposed Project would be provided by the Beaumont Cherry Valley Water District. Water demand for the Proposed Project would consist of interior plumbing devices such as public restrooms

with lavatory and sinks, as well as outdoor landscaping irrigation. The Proposed Project's water, sewer, and storm drain lines would be connected to existing lines. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as whole. Therefore, impacts would be less than significant, and the Proposed Project would not cause significant environmental effects.

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

Less Than Significant Impact. The Proposed Project would temporarily require the use of water for dust control; however, this water use would be temporary and cease at the end of construction. The Proposed Project would construct city facilities and fueling stations. Water use during operations would include public restrooms with lavatories and sinks, vehicle maintenance, and landscaping. The Proposed Project would not introduce new land uses or new construction that would significantly increase water demand to the area. Therefore, a less than significant impact would occur.

- c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. Utilities and service systems include potable water and wastewater treatment. The quantity of water consumed and wastewater generated by a project is determined by several factors including the size, type, and characteristics of the project. The need for construction of new or replacement water and wastewater treatment facilities (e.g., reservoirs, storage tanks, water mains, filtration plants, pumps, wells, and other connections or distribution facilities) would depend on the existing capacity and anticipated demand for the Project area. Wastewater generation from the Proposed Project would be limited to interior plumbing devices, including public restrooms with lavatories and sinks and vehicle maintenance. Wastewater would be treated by the Beaumont Wastewater Treatment Plant (WWTP). The Proposed Project's contribution to wastewater would be minimal in comparison to residential and industrial uses and compared to the overall capacity of the treatment plan. Therefore, a less than significant impact would occur.

- 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?*

Less Than Significant Impact. The Proposed Project may require the disposal of construction debris during the grading/excavation process including soil, asphalt, concrete, and other construction related materials. The generation of these materials would be short-term in nature and would not 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 Proposed Project would construct city facilities and fueling stations. Therefore, implementation of the Proposed Project would result in a less than significant impact in regard to generation of significant solid waste.

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

Less Than Significant Impact. The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, CalRecycle's Mandatory Commercial Recycling Law, and County of Riverside requirements for

solid waste generated during the construction process. Therefore, a less than significant impact would occur.

4.20 WILDFIRE

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

4.20.1 Impact Analysis

a) Would the project impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project site is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2026). However, approximately 50 percent of the property is within a Moderate FHSZ, and approximately 2.5 percent of the property is within a High FHSZ (CAL FIRE 2026). The Proposed Project will not impair an adopted emergency response plan or evacuation plan. The Proposed Project does not include any modifications of main roads that could be designated as emergency evacuation routes, nor does the Project include construction of facilities that would interfere with an emergency response or evacuation plan. As described in Section 4.17 Threshold (c), the Proposed Project would coordinate with the County fire department to ensure that the site would incorporate design features to ensure adequate emergency access. Impacts would be less than significant.

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

Less Than Significant Impact. The Proposed Project is not located within a very high fire hazard severity zone (CAL FIRE 2026). However, approximately 50 percent of the property is within a Moderate FHSZ, and approximately 2.5 percent of the property is within a High FHSZ (CAL FIRE 2026). The Project site is located in a relatively flat, urbanized location with little vegetation and, therefore, will not exacerbate wildfire risks. Due to the absence of significant sloping features or notable prevailing winds, and the fact that the area is highly developed, the Proposed Project would not

exacerbate wildfire risks and expose sensitive receptors to pollutant concentration; impacts would be less than significant.

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

No Impact. The Proposed Project does not include installation or maintenance of associated infrastructures that would exacerbate a fire risk. In addition, the Proposed Project is not located within a very high fire hazard severity zone. No impact would occur.

- d) *Would the 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?*

Less Than Significant Impact. The Proposed Project would construct City facilities and fueling stations. The Proposed Project does include structures that would be exposed to downstream flooding or landslides. The Project site is absent of significant sloping features. The Project site is relatively flat and does not include activities that would change the drainage or slope of the Project site. Impacts would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

4.21.1 Impact Analysis

- 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?*

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 4.4 Biological Resources, there are no significant impacts anticipated for special status wildlife and plant species due to the condition (lack of suitable habitats) of the Project site as it is disturbed. The Proposed Project would comply with the MBTA if construction activities cannot be scheduled outside of the nesting season.

Biological Resources

As mentioned in Section 4.4 Impact (d), the Project site cross-streets are identified as secondary covered roads under the MSHCP. The Proposed Project consists of development on a previously disturbed parcel with no vegetation or habitats, and the Project does not propose significant roadway alterations. Because the Project would not alter Veile Avenue and 4th Street, and the site conditions are significantly disturbed, the Project impacts within covered road right-of-way are considered consistent with and accounted for under the MSHCP. Additionally, as identified in Section 1.4.2, Project BMPs will be implemented to ensure any potential impacts would be minimized during construction.

Additionally, the northern half of the Project site is designated within the Riverside Conservation Authority (RCA) Survey Area for two plant species, Marvin's onion and many-stemmed dudleya, and one wildlife species, the burrowing owl (RCA 2026). After aerial imagery review and USDA Soil Mapper analysis, it was determined that the two endemic plant species are unlikely to occur on the Project site as the soils underlying the Project site are devoid of native topsoil and of specific habitat requirements and characteristics. Therefore, additional plant surveys are not required.

As a BMP, and in compliance with the RCA and MSHCP, a burrowing owl pre-construction survey shall be conducted no earlier than 30 days prior to construction. Additional detail of this survey is outlined as BMP 2 in Section 1.4.2.

Therefore, the Proposed Project would not 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.

Cultural Resources

As discussed in Section 4.5 Cultural Resources, the Proposed Project would not result in impacts to historic resources. Additionally, the surrounding area and the Project site are previously disturbed. Because of the EIC closure and the reliance on previous records search data for this study, the Proposed Project could result in impacts during the initial ground disturbance on intact native soils, which may not have been previously disturbed. Therefore, MM CUL-1 will be implemented to ensure a less than significant impact. Additionally, given that the proposed activities include soil disturbances,

undocumented resources could be discovered (PAL-1). Due to the overall sensitivity of the area, mitigation measures for paleontological resources will be incorporated to address potential impacts to undiscovered resources. Implementation of these mitigation measures would result in a less than significant impact. Therefore, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

MM CUL-1: The Applicant shall retain the services of a Qualified Archaeologist, meeting the Secretary of the Interior Standards, for the duration of ground-disturbing construction activity. All construction-related ground disturbing activity that includes cutting into native intact soils shall be monitored by a cultural resources specialist proficient in construction monitoring. The Qualified Archaeologist or cultural resources specialist working under the direction of the Qualified Archaeologist shall provide training to inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the Project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources.

In the event of an inadvertent discovery of potential archaeological resources (artifacts or features) during ground-disturbing activities, construction activities within a 50-foot radius of the discovery shall be halted while the Qualified Archaeologist assesses the find. If the resource is determined to be significant or unique through significance evaluation, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include an archaeological mitigation and monitoring plan, treatment, or data recovery programs. All monitoring or associated plans would be prepared and implemented under the direction of a qualified archaeologist. All required close-out reporting would be completed in accordance with the Office of Historic Preservation's ARMR.

MM PAL-1: The Applicant shall be required to obtain the services of a Qualified Paleontologist to remain on-call for the duration of the ground-disturbing construction activity. If requested by the City, a paleontological mitigation plan (PMP) outlining procedures for paleontological monitoring and/or data recovery shall be prepared for the Project and submitted to the City for review and approval. The development and implementation of the PMP shall include, but not be limited to, additional research and further assessment of paleontological sensitivity in the Project site, consultations with the Applicant's engineering geologist, as well as a requirement that the curation of all specimens recovered under any scenario shall be through an appropriate repository agreed upon by the City. The PMP shall also include developing a multilevel ranking system, or Potential Fossil Yield Classification (PFYC), as a tool to demonstrate the potential yield of fossils within a given stratigraphic unit. The PMP shall outline the monitoring and salvage protocols to address paleontological resources encountered during Project-related ground-disturbing activities. As well as the appropriate recording, collection, processing, curation, and reporting protocols to appropriately address any monitoring conducted or resources discovered.

- 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?)*

Less Than Significant Impact. The Project would not occur simultaneously with other projects in the area that would result in a cumulative impact. Various projects are scheduled to occur within the City; however, none are within the immediate area of the Project site. The closest in-design project is a City sidewalk improvement project, located approximately 0.5 miles east of the Project site (City 2026). Therefore, no cumulative impact would occur. The Project consists of developing City offices and fueling facilities and is not introducing new land uses that would create cumulative effects to the area. The Project would not result in any impacts that would be significant after mitigation. With the mitigation measures listed in this Initial Study, impacts from the Project would not be cumulatively considerable.

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

Less Than Significant Impact. Environmental effects that may cause substantial adverse effects on humans typically result from impacts on air quality and GHGs; noise; hazardous materials; ground shaking; hazardous design features with respect to transportation and roadway designs; and wildfire. The analysis of this document indicates that impacts would be less than significant to the environmental areas mentioned above and, therefore, would not cause substantial adverse impacts to human beings. Impacts would be less than significant.

SECTION 5.0 – FEDERAL ENVIRONMENTAL REGULATIONS EVALUATION

The Proposed Project may receive federal funding for public facility infrastructure, energy conservation strategies, and alternative fuels through the Department of Energy, Department of Transportation, Economic Development Administration, Environmental Protection Agency (EPA), or other grant programs overseen by a federal agency. Therefore, to assist in compliance with the federal environmental requirements, this document includes analysis that may be pertinent to several federal regulations as well as the resource areas identified in the National Environmental Policy Act (NEPA) guidelines.

The following section describes the status of compliance with federal laws, executive orders, and policies, and the consultation that may or may not be required in the future once a grant fund source has been identified.

Federal Endangered Species Act

Section 7 of the Federal Endangered Species Act requires relevant federal agencies to ensure proposed actions would not jeopardize endangered or threatened species or would result in the destruction or significant modifications of the species' critical habitats. Per Section 7 of the Federal Endangered Species Act, a proposed action that could result in an incidental take of a listed threatened or endangered species must consult with the United States Fish and Wildlife Service (USFWS) to prepare a Biological Opinion. If the Biological Opinion finds that a proposed action could jeopardize the existence of a listed species, the designated agency cannot authorize the proposed action until it is modified to no longer jeopardize the species.

The Proposed Project site is a vacant and undeveloped parcel. There is no high-quality vegetation present that could be categorized as sensitive or endangered, nor does it contain habitats that could be used for critical or sensitive species. Therefore, a Biological Opinion would not be required for the Proposed Project.

National Historic Preservation Act, Section 106

The National Historic Preservation Act (NHPA) is to protect, preserve, rehabilitate, or restore significant historical, archaeological and cultural resources. Under Section 106, the review will involve a step-by-step process described in 36 CFR Part 800.

The Proposed Project is undeveloped with no existing structures. Therefore, the Proposed Project would not require compliance with NHPA and would not affect structures that may have historic significance.

Federal Clean Air Act

The Federal Air Quality Standards were developed per the requirements of the Federal Clean Air Act (CAA), which is a federal law that was passed in 1970 and further amended in 1990. This law provides the basis for the national air pollution control effort. An important element of the act included the development of the national ambient air quality standards (NAAQS) for major air pollutants.

The CAA established two types of air quality standards, otherwise known as primary and secondary standards. The primary standards set limits to protect public health which includes sensitive populations

(such as asthmatics, children, elderly). The secondary standards set limits to protect public welfare and include protection against decreased visibility, damage to animals, crops, vegetation and buildings. The Environmental Protection Agency's (EPA Office of Air Quality Planning and Standards) has set NAAQS for principal pollutants, which are named 'criteria' pollutants.

The results of the Air Quality study indicate that the Proposed Project would not require mitigation measures to minimize any potential air quality impacts (Appendix A). Additionally, the emission levels of the construction and operation of the Proposed Project would not be above the existing thresholds.

Coastal Zone Management Act

Passed by Congress in 1972, the Coastal Zone Management Act was designed to balance land and water issues in coastal zones. The purpose of the act aims to 'preserve, protect, development and where possible, to restore or enhance the resources of the nation's coastal zone'. Within the state of California, the Coastal Zone Management Act is managed by the Bay Conservation and Development Commission, California Coastal Conservancy, and the California Coastal Commission.

The Proposed Project is located inland within Riverside County. It is not located adjacent to any coastal zones. Therefore, the Proposed Project would not result in impacting any coastal zones.

Farmland Protection Policy Act

The Farmland Protection Policy Act requires a designated federal agency to consider the potential effects of a proposed action on the nation's farmlands. The policy intends to minimize the impact of federal programs and actions with regards to the conversion from farmland to nonagricultural uses. The policy assures that, to the extent possible, federal programs and actions are administered to be compatible with policies to protect farmland.

While the Project site is undeveloped, it is not a designated farmland area, nor is it nearby any farmland areas. Additionally, the proposed uses do not involve any farmland operations, nor would it remove any existing farmlands. No effects or impacts are assumed. Therefore, the Proposed Project would not impede on this policy.

Executive Order 11988 – Floodplain Management

Executive Order 11988 requires the designated federal agencies to recognize the value of floodplains, and to consider the benefits to the public in restoring and preserving floodplains.

As described in the Hydrology and Water Quality Section 4.10, the Project site is located outside of a flood hazard area. While the Proposed Project would introduce impervious surfaces to the undeveloped area, it would not expose people or structures to significant risk or loss, injury or death involving flooding. The Proposed Project would implement construction and operational BMPs to address any runoff and drainage changes. Therefore, the Proposed Project would not impede on this executive order.

Federal Migratory Bird Treat Act (Executive Order 13168)

The Migratory Bird Treaty Act and Golden Eagle Protection Act prohibits the take of migratory birds, and the take and commerce of eagles (birds, or any part, nest or eggs of such bird species). The Executive Order 13168 requires a proposed action with federal involvement to address impacts on migratory birds.

The Project site does not contain any sensitive habitats or vegetation that could house sensitive species. As described in the Biological Resources Section 4.3, the Proposed Project would have a less than significant impact on nesting birds with implementation of BIO-1 and compliance with the MBTA to minimize impacts to nesting birds. Therefore, the Proposed Project would comply under this order.

Executive Order 11990 Protection of Wetlands

Per Executive Order 11990, federal agencies must avoid affecting wetlands unless it has been determined that no other practicable alternative is available.

The Project site is undeveloped and disturbed. There are no wetlands or other riparian habitats present. Therefore, the Proposed Project would comply with this order.

Wild and Scenic Rivers Act

The Wild and Scenic Rivers Act was passed in 1968 to protect and preserve designated rivers as defined in the act for their natural, cultural and recreational value.

The Project site is undeveloped and disturbed. There are no rivers, streams, or other water bodies within or nearby the Project site. The Proposed Project, therefore, would not affect any wild or scenic rivers.

Safe Drinking Water Act

Section 1424(e) of the Safe Drinking Water Act established the EPA's Sole Source Aquifer Program. This protects communities from groundwater contamination from federally funded projects.

Per the Sole Source Aquifer Maps from the U.S. EPA, the Proposed Project is not located within any of the identified aquifers. Therefore, this act does not apply to the Proposed Project.

Executive Order 13195 on Trails for America in the 21st Century

This Executive Order on Trails for America requires federal agencies to protect, connect, promote, and assist trails of all types through the U.S.

The Proposed Project is located within a developed area of the City surrounded primarily by industrial uses. The Project site and vicinity are not located nearby any recreational areas or designated trails. Therefore, the Proposed Project would not affect trails within the City or County.

Executive Order 13007 Indian Sacred Sites

As defined in Executive Order 13007, sacred sites are defined as any "specific, discrete, narrowly delineated location on federal land that is identified by an Indian tribe, or Indian individual determined to be an appropriately authoritative representative of an Indian religion, as sacred by virtue of its

established religious significance to, or ceremonial use by an Indian religion; provided that the tribe or appropriately authoritative representative of an Indian religion has informed the agency of the existence of such a site."

The results from the record searches described in the Cultural Resources Section 4.5 did not find any previous resources reports within the Project site. While the results do not show resources in the area, the General Plan identifies portions of the City having high sensitivity for cultural resources. Although no cultural resources were identified, mitigation measures outlined in Section 4.5.2 were included to address the discovery of undocumented or newly discovered resources. Additionally, as discussed in the Tribal Cultural Resources Section 4.18.1, mitigation measures have been incorporated as requested by the Native American Tribes consulting during the AB 52 consultation. Implementation of these measures would ensure that the Proposed Project would not impact sacred sites.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act is the primary act that governs federal management of fisheries in federal waters. The Act also requires federal agencies to consult with the National Marine Fisheries Service (NMFS) on proposed actions that could damage essential fish habitats as defined in the Sustainable Fisheries Act.

The Project site does not contain any bodies of water that could contain fish habitats. Therefore, the act does not apply to the Proposed Project.

Environmental Justice

The US EPA defines environmental justice as:

"The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means no group of people, including racial, ethnic, or economic groups should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, State, local, and tribal programs, and policies."

In February 2025, the environmental justice (EJ) categories from the NEPA reviews were removed. The guidance on analyzing effects related to EJ shifted to focus on reasonably foreseeable effects. While the NEPA regulations have omitted the EPA database to identify such communities, the State of California Office of Environmental Health Hazard Assessment (OEHHA) provides a CalEnviroScreen screening tool to identify communities that may be disproportionately burdened by multiple sources of pollution and with characteristics that make them more sensitive to pollution. The Project site is not identified to be within a disadvantaged community per the CalEnviroScreen screening. Additionally, the Project site is surrounded predominantly by industrial/public service facilities and would not affect residential or commercial communities.

SECTION 6.0 – ALTERNATIVES EVALUATED

6.1.1 Proposed Project

The Proposed Project is described in detail in Section 1.0.

6.1.2 No Project Alternative

Under the No Project alternative, no action would be taken. The City would maintain the status quo of the existing City fleet maintenance and would operate using their existing buildings. There would be no expansion of City facilities, and the proposed site would remain vacant.

Without the new maintenance building, existing shops will remain in use. However, the City currently lacks capacity for fleet growth. Additionally, this alternative would backlog preventative maintenance which could lead to fleet delays due to constrained maintenance.

The No Action alternative would not include the expansion of fuel alternatives (CNG or hydrogen fuels). This would result in continued reliance on older diesel or CNG vehicles. This would delay transition to zero-emission or low-emission technologies.

There would be no new stormwater systems, energy-efficient buildings, or emissions-reducing infrastructure. Maintenance operations would continue within the current City buildings with existing limitations (e.g. insufficient bays, outdated equipment, non-compliance with modern safety standards).

The City still needs to expand its fleet and offices to accommodate staff growth and expanding fleet vehicles to service the City and its residents at another location. While the site would not be developed by the Proposed Project, future development could still occur. Therefore, the No Project/No Action alternative would not provide the City open space to allow for City expansion.

6.1.3 Alternative 1: Off-Site / Third-Party Fueling

Under Alternative 1, this consists of construction of the Proposed Project without the installation of the fueling stations. This alternative will require the City to identify a third-party fueling station or construct a fueling station at a separate location. Alternative 1 would result in the City continually fueling at commercial CNG stations and will require a contract with regional hydrogen supplies if available. The need for a third-party supplier would increase deadhead miles and operating costs due to off-site fueling. The City's fleet would also experience reduced reliability if fueling infrastructure is limited or inconsistent.

SECTION 7.0 – REFERENCES

The following is a list of references used in the preparation of this document.

Beaumont (City)

- 2020 City of Beaumont General Plan. Available online at:
<https://www.beaumontca.gov/DocumentCenter/View/36788/Attachment-F---link-to-Final-EIR>
- 2026 City of Beaumont Capital Improvement Projects Status. Available online at:
https://beaumontgis.com/arcgis/apps/experiencebuilder/experience/?id=aa484d78e664465eb454b32a8d197464#data_s=id%3AdataSource_1-198be1aa33b-layer-2%3A34.

California Department of Conservation (DOC)

- 2025 Williamson Act Enrollment Finder. Available online at:
<https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/>.
- 2026a Department of Conservation, California Important Farmland Finder. Available online at:
<https://maps.conservation.ca.gov/DLRP/CIFF/>
- 2026b California Earthquake Hazards Zone Application. Available online at:
<https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>

California Department of Forestry and Fire Prevention (CAL FIRE)

- 2026 CalFire, Fire Hazard Severity Zones. Available online at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>

California Department of Water Resources

- 2026 Sustainable Groundwater Management Act (SGMA) Data Viewer. Available online at:
<https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries>.

California Department of Toxic Substances Control (DTSC)

- 2026 Envirostor Database. Available online at
https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001577

California Department of Transportation (Caltrans)

- 2020 Transportation and Construction Vibration Guidance Manual. Available online at:
<https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
- 2026 Caltrans, Scenic Highways. Available online at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

County of Riverside (County)

- 2024 County of Riverside Emergency Operations Plan. Available online at:
<https://rivcoready.org/sites/g/files/aldnop181/files/users/user41/RivCo%20EOP%202024.pdf>

Federal Emergency Management Agency (FEMA)

2026 FEMA Flood Maps. Available online at: <https://msc.fema.gov/portal/home>

Google

2026 Google Earth. Available online at: <https://earth.google.com/web/>.

State Water Resources Control Board (SWRCB)

2026 State Water Resources Control Board, GeoTracker Map. Available online at:
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=6500+Atlantic+Avenue%2C+Long+Beach%2C+CA+90805+>

U.S. Fish and Wildlife Service (USFWS)

2026 National Wetlands Inventory. Available online at:
<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

United States Department of Agriculture (USDA)

2026 Web Soil Survey online at: <https://earth.google.com/web/>.

Western Riverside County Regional Conservation Authority (WRCRCA)

2025 RCA MSHCP Information Map. Available online at:
<https://experience.arcgis.com/experience/379b037fb33b4cc0ad8849c5dca76db6>.